HISTORY

OF THE

CITY OF NEW YORK

1609-1909

FROM THE EARLIEST DISCOVERIES TO THE
HUDSON-FULTON CELEBRATION

TOGETHER WITH
BRIEF BIOGRAPHIES OF MEN REPRESENTATIVE OF THE
BUSINESS INTERESTS OF THE CITY

BY

JOHN WILLIAM LEONARD

Seal of New Amsterdam

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I have read somewhere—in Dionysius of Halicarnassus, I think —that History is Philosophy teaching by Examples.

—Henry St. John—*On the Study and Use of History.*

History is the essence of innumerable biographies.

—Carlyle—*Essay on History.*

In a word, we may gather out of History a policy no less wise than eternal; by the comparison and application of other men's fore-passed miseries with our own like errors and ill deservings.

—Sir Walter Raleigh—*History of the World.*

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INTRODUCTION

PREFACE

THE CITY OF NEW YORK has recently celebrated with much enthusiasm the tercentenary of the discovery of its site by civilized man. Its citizens have been brought into retrospective mood, and not only residents, but many outsiders, have been aroused to a new interest in the story of the birth, growth and present preëminence of New York among American cities. Therefore, it has been deemed an appropriate time for the production of a history which is neither too voluminous to be available to the average reader, nor so abbreviated as to be inadequate.

It has been the aim, in planning and writing the present volume, not only to tell a true and interesting story, but also to make the narrative explain and illustrate the factors that have led up to the present greatness of our metropolis; giving its record of crude and misdirected beginnings, of the men and events which have helped or retarded its earlier and later growth, and of the integers and personalities of its present greatly expanded importance and its metropolitan interests.

In the earlier portion of this history there will be found much recorded which relates to the Province of New Netherland at large, rather than to the local happenings of New Amsterdam. At that time the two were, at many points, inseparably connected, and the provincial problems, worked out in the city, controlled its destinies and affected its interests in so many ways, that the story of the province becomes equally that of the city. After the Revolution this closeness of relation greatly diminishes, and State and national questions only impinge upon the civic story to the extent of the participation of the city in them.

Wherever clarity in the narration of historical events involves interpretation of character or motives, the endeavor has been made, in this volume, to be just. Judicial fairness in historical criticism is greatly benefited by perspective, and it is more possible to fairly interpret those events which occurred before our own time than those which, because of nearness, each observer must see from his individual angle. For this reason the events of the city's earlier history are dealt with in a more critical spirit than those of later days, and there has been no endeavor to attempt, in this history, the interpretation of any events so recent as to be in the realm of present controversy. Even as to the events of the city's earlier days, the estimate of motive and character is difficult, because many things which, in the evolution of ethics, we have come to regard as outrageous, were then looked upon with complacency, if not with approval.

Many books have been written about the history of New York, but it has been twenty years since one was published covering the general history of the city from its beginning to that date. That publication, The Memorial History of the City of New York, in four large volumes, was ably edited by General James Grant Wilson. It is a collection of monographs, by several authors, on the various periods and subjects, and is very valuable to the special student of New York history, but too voluminous for the purposes of the more casual reader. Other older and shorter histories by M. J. Lamb, Mary L. Booth, William L. Stone and others, seem, in our day, when there is so much historical material available which was not then accessible to these authors, scarcely adequate for those who desire a history which shall combine a fair degree of completeness of historical detail with conciseness of statement. Besides these, there are many volumes relating to phases and periods of the history of the City of New York, of which by far the most valuable, and in fact, the ablest, most exhaustive and most scholarly contribution to the history of the city which has yet been made is the recently published two-volume History of the City of New York in the Seventeenth Century, by Mrs. Schuyler van Rensselaer, LL.D.

Every writer dealing with the early history of the City of New York must be indebted to the careful and painstaking work of J. R. Brodhead, E. B. O'Callaghan and B. Fernow in the collection and compilation of the documents relating to the Dutch, Colonial and early State periods, including the ten volumes (and additional index volume) of New York Colonial Documents Procured in Holland, England and France by J. R. Brodhead (edited by O'Callaghan), and the other three volumes, edited by B. Fernow; the Documentary History of the State of NewYork, by O'Callaghan, four volumes; and the History of the State of New York, by Brodhead (two volumes). The History of New Netherland, or New York Under the Dutch, by O'Callaghan, also contains much valuable material.

The story of New York as given in the present volume has been prepared after an extensive reading and study of many documents and numerous volumes, including besides all those mentioned above, scores of others bearing on the city's history. The History of the City of New York, by D. T. Valentine, has furnished valuable material, as have the Manuals, of various dates, by the same author; the Manual of the Reformed Church in America, by Rev. Dr. Edward T. Corwin, has also proven very useful, as has Historic New York, edited by Goodwin, Royce and Putnam; New York Old and New, by R. R. Wilson (two volumes); Nooks and Corners of Old New York, by Charles Hemstreet; Janvier's In Old New York; Inness' New Amsterdam and Its People; Satterlee's Political History of the Province of New York; also, for the Revolutionary period, John Fiske's History, various lives of Washington, and The Declaration of Independence—Its History, by John H. Hazelton.

General histories of the United States, by Bancroft, Schouler, McMaster and others; Rise of the Dutch Republic, and innumerable standard reference books have been consulted, as well as a large number of pamphlet monographs, family histories, articles in historical journals, and, for the latest period, the files of New York newspapers. To all of the publications mentioned and to many others less extensively consulted, the respectful acknowledgments of the author of this present volume are due.

Accuracy has been regarded as the first and highest essential of the volume, and wherever the authorities or documents have seemed to be in conflict, there has been an earnest endeavor to get at the truth. It is believed that the story of the city, as here narrated, is as dependable as it can be made by careful search and just appraisal of the documents available for the purpose. While condensation has been imperative and much of minute detail which might make interesting reading has been passed by, there has been constant effort to record, in due proportion, all facts of real historical importance.

It is unfortunately true that there is a great lack of knowledge of the history of the city among its inhabitants. Many of the best educated, who could pass a good examination in the histories of the cities of Rome or Athens, know practically nothing of that of their own city. Some very cultured New Yorkers have been heard to admit that the only history of New York they have ever read is that of the late Diedrich Knickerbocker, Esq., of happy memory. Pleasant as that satire is, as a literary recreation, it is to be feared that Irving's narrative is responsible for the more than ignorance which many New Yorkers have of their city's history, due to misconceptions of the character of the early burghers inspired by his quaint and fanciful story.

"We are citizens of no mean city;" of one, indeed, the development of which is the greatest marvel of urban growth in recorded history. To contribute in a worthy and illuminating way to the elucidation of the how and why of its evolution is the aim and purpose of the present book.

The portion of the book devoted to the biographies of men identified in the most definite and constructive way with the interests and activities which contribute in the most important degree to the city's material greatness will, it is believed, prove no less interesting than the historical narrative. The names of those whose careers are detailed in that part of the volume have been selected with discriminating care, and are thoroughly representative.

New York is still a growing city, and as the years go by and the news of to-day becomes the historical reminiscence of to-morrow, the printed records grow in value. This volume has aimed to bring the record, in a concise but worthy and dependable form, down to this present date.

JOHN W. LEONARD

New York, September 30, 1910

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ERRATA

Page 20, line 13, for "Fifteenth" read "Sixteenth."

" 54, line 10 from bottom, for "he named" read "they named."

" 93, line 5 from bottom, for "Nicoll's" read "Nicolls' ", and line 3 from bottom, for "he" read "Nicolls."

" 129, line 4, for "De Myer" read "De Meyer."

" 191, line 8 from bottom, for "Zender" read "Zenger."

" 192, line 16 from bottom, for "Zender" read "Zenger."

" 194, line 2 from bottom, for "Bradford" read "Bradley."

" 196, line 2 from bottom, for "Bradford" read "Bradley."

" 197, line 16 from bottom, for "Governor" read "Gouverneur."

" 205, line 1, for "United States" read "Great Britain."

" 389, line 15 from bottom, for "Richard B" read "Richard D."

" 403, line 2 from bottom, for "Thomas L" read "Thomas F."

CHAPTER ONE

THE DISCOVERY OF MANHATTAN ISLAND AND THE HUDSON RIVER

When Columbus sailed westward with his caravels it was not a new continent which he hoped to discover, but a new way to an old one. Vasco di Gama, the Portuguese navigator, had found a way by water to India, having rounded the Cape of Storms, which later was rechristened the Cape of Good Hope, but the way was long, and the ships of that day were small. Geographers had, even in the days of Greek philosophy, reasoned out that the earth was a sphere, though there were widely divergent views as to its size, some of the greatest authorities believing that its circumference was forty thousand miles, while others reckoned it much smaller.

In Columbus' day the prevailing scientific opinion was that from the Canary Islands, which was the meridian from which longitude was then calculated, it was only about nine thousand miles to the eastern coast of "the Indies," or "far Cathay," the treasures of which the kings and merchants of Europe were alike anxious to tap, and as the conformation of the eastern coast of Asia was only slightly known, it might prove to be even a less distance away.

In that faith the Genoese navigator, Columbus, after desperate effort to interest other monarchs, finally gained the ear and aid of Ferdinand and Isabella, and sailed toward the setting sun, flying the flag of Castile and Arragon. When he found land, in 1492, he thought it was the Indies and so named it, the islands retaining the name of "West Indies" to this day. In 1499 he found the mainland of South America, still thinking he had reached India, and in that belief he died. He was not the first to see the mainland, however, the Venetian brothers Cabot, flying the English flag, and the Florentine, Americus Vespucius, having both found the coast of North America in 1498. It is the latter from whom the continent takes its name, though whether he or the Cabots first saw the mainland is a question that still remains in the realm of controversy. The stories of pre-Columbian discovery by Eric the Red and other Norsemen are doubtless true, as are, perhaps, the traditions of an even earlier knowledge of the Western Continent by the Irish, and of a Twelfth Century visit by Welsh adventurers. But the results of these visits had been forgotten and unutilized for centuries, and do not dim the lustre of the achievement of Columbus and his immediate successors in the opening up of the New World to commerce and to civilization.

Vespucius and the Cabots, perhaps, knew it was a new continent they had found, although the fact was not fully conceded for nearly half a century;

but they, and after them other navigators, believed that some cleavage in the continent would be found, by means of which they would discover a passage to Cathay. Among those who explored various parts of the North and South American coast lines the Spanish and Portuguese were most numerous, but it was under the French flag that the Florentine navigator, Giovanni Verrazano, made the discovery of what is now known as New York Bay. Verrazano was a skillful sailor, whose training had been obtained on the Mediterranean. In 1523 he entered the service of Francis I of France, in the profession, then deemed honorable, though dangerous, of a privateer, and engaged in capturing Spanish ships returning from Mexico with treasure taken from Montezuma. Later that year he projected a voyage "for the discovery of Cathay." He started with four ships, two of which he lost in a severe gale which drove him back to port, and after making repairs he started again. The other ship soon returned, its captain having quarreled with Verrazano, who pursued the voyage alone in the ship Dolphin, going first to a small island south of Madeira, whence he started toward the West, January 17, 1524 (O. S.).

For fear of encountering and being captured by the vessels of Spain or Portugal, which countries claimed the entire New World under the decree of Pope Alexander, Verrazano kept north of the much-traversed route taken by the ships of those countries bound to or from Cuba and Mexico, and steering due west, reached the continental coast at about latitude 34° north, on March 7, 1524. He sailed south fifty leagues, in order to connect his reckoning with the verified discoveries of the Portuguese, then went on a northerly course, striking the land again at a point near where the City of Charleston, South Carolina, now stands.

His voyage northward followed the coast line, and about that voyage an account, much fuller than that of most travelers of that era, is contained in a "Letter" written by that navigator to his patron, Francis I, and a map, the most correct made in the Sixteenth Century, of the Atlantic Coast from the Cape of Florida to Cape Breton. From his time to the present there have been those who have cast doubt upon this Verrazano, and one of the latest American encyclopædias continues the attitude of skepticism, but the intrinsic merit of the narrative and the most searching tests of modern criticism have put the facts of the voyage of this explorer beyond doubt.

Verrazano's letter is an interesting one, but the story cannot be recited here, except in brief reference. He peered into the mouths of Chesapeake Bay and of Delaware Bay and thence proceeded to New York Bay, which he entered. He tells how he found a "pleasant situation among some little steep hills through which a river of great size, and deep at its mouth, forced its way to the sea." Finding a good anchorage in what we now know as the

Narrows, he concluded not to venture up the river with his one ship, so he took the boat, and with his men pulled up for half a league or so, coming into a "beautiful lake" which is now known as New York Bay. Verrazano and his followers found many of the natives in thirty or more canoes, who came to look with wonder and evident admiration upon the first white men they had ever seen. They were friendly and unafraid, and showed the visitors the best landing place for their boat. On the surrounding shores, well wooded but now leafless except for here and there an evergreen pine, he and his men saw the smoke of numerous wigwams, and he estimated the size of the lake as about three leagues in circumference, which is not far wrong. He spoke appreciatingly of the beauties of the scene, but as he was seeking a passage to India, he saw that his object could not be reached by way of a lake formed at the mouth of a swift river. So he returned to the ship without going to Manhattan, and earlier than he would have done had it not been that a "violent contrary wind" blew in from seaward, making it necessary to go back to his ship and get her out into open water. His description of the region fits no other part of the coast. He landed on the shore of Staten Island, and probably Long Island, from New York Bay, and afterward up the coast, which he described with accuracy. A triangular island (Block Island) which he discovered, he named Luisa, after the French king's mother. New York Bay he had named San Germano, evidently out of compliment to his patron's palace of St. Germaine. Verrazano's career after this voyage is not certainly known. He went on another voyage, and one account says was captured by Spaniards and executed, while another says that he landed on a coast inhabited by cannibals, by whom he was captured and roasted and eaten in sight of his comrades.

The next visitor after Verrazano was Estevan Gomez, who was a Portuguese but in the service of Spain. There was held a nautical congress at Badajos, in 1524, in which the question of a new expedition to the Indies was discussed. Gomez was an experienced navigator, but had lost much of his prestige by leaving Magellan in the strait now named for that explorer, in 1519, when he was serving as chief pilot of the expedition, and returning to Spain. As a result of the congress, however, Gomez, who seemed very enthusiastic about his ability to find his way to Cathay by some passage he would discover to the north, was outfitted by the Spanish king, aided by some merchants, and in January or February, 1525, went to Cuba and then north as far as the Maine Coast. He returned about the end of the same year. No outlet to Cathay was found and Gomez, on his return, met with much ridicule, for he brought back little knowledge of the country beyond the statement that he found there many trees and fruits "similar to those of Spain," which excited little interest in the mind of the Spanish merchants, who dreamed of

"the treasures of Ormus and of Ind," or of lands which, like Mexico and South America, yielded gold, gems and spices. Gomez left no detailed description of his voyage; but failing to find his passage to Cathay he loaded his ship with Indian captives to be sold into slavery in Europe.

His voyage was the foundation of a map prepared by Ribeiro, the famous cosmographer, in 1529. Upon this map Sandy Hook, much too large, appears under the name "Cabo de Arenas" (the Cape of Sands), while Long Island is much too small, and the stream between it and Staten Island is marked "Rio de Sanct Antonio."

Without further reference to the voyage of Gomez, or of the voyagers who followed him in cruises along the eastern coast of North America from Newfoundland to Florida, it suffices to say that none seems to have paid any special attention to New York Bay or the Hudson River, during the Fifteenth Century. The Seventeenth Century, however, was full of events which were of importance to the future of this region, the first and historically the greatest of these being the visit to these shores, in 1609, of Henry Hudson, an Englishman, but at the time commanding the quaint Dutch vessel, the Helve Maen (Half-Moon), in the service of the Dutch East India Company.

The recent tercentennial celebration of the achievement of Hudson was not inappropriately undertaken, nor was the tribute to the importance of his work, which that celebration implied, unworthily bestowed. For while it is true that at least one previous party of Europeans—Verrazano and his companions—had looked upon and admired the rippling waters and surrounding hills of New York Bay, and had brought back some historically valuable information full eighty-five years before, and that Estevan Gomez and some other navigators had noted Sandy Hook upon their maps, it was Hudson's voyage that led to the settlement of the country and fixed the character of its future population. Had Verrazano's visit been practically followed up by the monarch to whom he addressed his famous "Letter," New York might be, under the name of "Nouveau Paris," an Occidental transplantation of Gallic blood and characteristics; or if Gomez had been praised for what he did discover, rather than ridiculed for his failure to capture the *ignis fatuus* of a western outlet to Cathay, the region between New England and the English settlements in Virginia might have been parceled out into baronial estates to haughty Spanish hidalgos. But Henry Hudson came, and because of his coming, the country was settled by people of the Germanic rather than the Latin races.

Two years before Hudson came with his Half-Moon, the English had begun the settlement of Virginia at Jamestown, an event the tercentenary of which was appropriately commemorated by the holding of the Jamestown Exposition, in 1907. This was not the first English settlement in North

America, but the earlier southern settlement on the Carolina Coast, made under the auspices of Sir Walter Ralegh, had been wiped out by disease or massacre. After the voyages made by the Cabots for England and Spain, of Verrazano for France, of Gomez for Spain, John Rut for England and Jean Allefonsce for France, several others passed up and down the coast from Florida to Newfoundland and further north, seeking vainly for the much desired western short-cut to Cathay. Even at the beginning of the Seventeenth Century the hope that the new route to India might be found in the temperate zone was not entirely abandoned; but it became more and more the belief of navigators that the new route must be found through Arctic waters, either by a Northeast or a Northwest Passage. Acting upon this opinion some expeditions had gone out which, while they ended in disaster, yet developed nothing to disprove the existence of an Arctic passage, east or west. It is in connection with another Arctic attempt that Henry Hudson first appears in the brief recorded career which has placed him on the roll of fame as one of the world's most distinguished historic navigators.

Of Henry Hudson's early life nothing is definitely known. It is said that a man of the same name was in the employ of the Muscovy Company in the early half of the Sixteenth Century, and from this has been built up a theory that the navigator was a son or grandson of that Hudson, and that, like some other sons of employees of that company, he had been brought up in its service, there learning the art of navigation. However much or little basis there may be for this possible but by no means proven story, it is as a man already a master of the art of navigation that we have the first glimpse of his actual career which has found its way into recorded history.

In the employ of the Muscovy Company of London, Henry Hudson sailed northward in the ship Hopeful, April 19, 1607, bent upon the endeavor to reach the Orient through some channel in the Arctic seas. He penetrated as far as Spitzbergen, or within ten degrees of the Pole, then returned to London, unsuccessful, so far as regards the object of his voyage, but convinced that success, under better climatic conditions, was possible. He went again in 1608, once more representing the Muscovy merchants of London, but again unsuccessful in his quest, though adding much to the world's knowledge of the regions around Nova Zembla, where, during the half century before, several expeditions had come to grief.

Though the possibility of a more southern passage had not been entirely abandoned by Hudson and other navigators, it seemed less probable than one further north; and to find an Arctic passage to the Indies had now become the greatest object of geographical ambition. Not only the Muscovy Company, Hudson's English employers, but also France and Holland, had their eye on the coveted goal. The States-General of Holland held out a reward of twenty-

five thousand florins as an inducement for success in Arctic exploration. In the two voyages just mentioned, Hudson, while he had not succeeded in accomplishing his object, had gone further toward success than any of his predecessors in that field of adventure, and was evidently the man best fitted to command an enterprise of this kind.

The Seventeenth Century was Holland's Golden Age; and the year 1609 was one of especially marked importance in the commercial history of the Netherlands, as in January of that year the Bank of Amsterdam was established by decree of the municipality. The Dutch merchants of that day were the most enterprising in the world; the discovery of the Northern Passage was their most eager ambition, and as Henry Hudson's was the name that filled the ear as the greatest Arctic navigator of his day, it is not at all surprising that on January 8, 1609, he was in conference with a committee of two members from the Amsterdam Chamber of the Dutch East India Company, with Jodocus Hondius, a citizen of Amsterdam who had formerly lived in London, as interpreter and witness.

This was not the first interview that Hudson had with the company, but at the previous one the directors had desired him to postpone the voyage for a year. Hudson was a man with whom activity was a necessity. He was as impatient as he was intrepid, and was not of the temperament to brook a year of idleness.

The French ambassador at Amsterdam, hearing that Hudson's services had not been engaged, hastened to advise his royal master, Henry IV, of the fact, and to counsel the securing of his services at the head of a French expedition. The directors of the Dutch East India Company, hearing of the French negotiations, hastened to close with Hudson, and then occurred the conference just referred to, at which a contract was signed. It stipulated that the directors were to equip a vessel of sixty tons burden for a voyage to the North around the northern extremity of Nova Zembla, continuing eastward on that latitude until Hudson could turn to the south and steer for India. For this voyage the directors were to pay the navigator the sum of eight hundred florins (or $320), as well for his outfit as for the support of his wife and children, and the contract said: "in case he do not come back (which God prevent) the directors shall further pay his wife two hundred florins ($80) in cash." In the event of the success of his quest, the directors promised to reward him in their discretion.

After nearly three months of preparation, the Halve Maen, or Half-Moon, was fully equipped, and on April 4, 1609, sailed from Amsterdam. Two days later the vessel passed out from the Zuyder Zee, through the channel between Texel and North Holland into the North Sea. After about a month of sailing it was found impracticable to reach Nova Zembla, because of the ice,

and Hudson called his crew of twenty men together. The Northeast Passage having proved to be impracticable at this time, he had a mind to try a western route, either northward through Arctic Seas via Davis' Strait, or by a more southward route which was rumored to exist at about latitude 40° north, as indicated by a map in his possession furnished by his friend, Captain John Smith of Virginia. The crew preferred the northern route, but Hudson, either deliberately or because of stormy weather, took the southerly route; because the next thing known of him is that he landed on the coast of New France, in latitude 44°, and replaced his foremast with one cut new from the hitherto untroubled forest. From there he went southward until he came to Cape Cod, and then went southeast until he reached Chesapeake Bay. Thence he coasted northward, intent on the discovery of the rumored passage, or strait, supposed to exist at or about 40° north latitude. He entered Delaware Bay, then went north again, keeping in sight of the New Jersey coast, and September 2, 1609, cast his anchor in the Lower Bay of New York, in sight of "high hills" (the Navesinks). It was, according to his narrative, "a very good land to fall in with, and a pleasant land to see." There the ship remained for ten days, with occasional changes of position, sending out boats to make soundings and find channels, and dealing, with much caution, with the natives, who constantly flocked around the ship. One boat went up the Narrows to explore the bay beyond, and on this trip one of the crew, named Coleman, lost his life, being shot through the throat with an arrow.

On September 12 the Half-Moon itself was steered into the opening and anchored about two leagues beyond the Narrows, at a point near the site of the present Battery Park. The next day began the famous ascent and descent of the river which now bears the explorer's name. The story, which has often been repeated, is derived from the personal journal of Henry Hudson and from the logbook of the Half-Moon, kept by his English mate, Robert Juet, the other mate being a Dutchman.

Hudson and his men were duly impressed by the beauty of this magnificent river, the scenery and surroundings of which still rank with the world's foremost beauty spots, and were then even more glorious in wealth of primeval forest and green-clad with the luxurious foliage of summer time. The climate of late September and early October along the Hudson is usually glorious, so that the Half-Moon adventurers saw it at its best. The run on September 13 was to an anchorage a little above Spuyten Duyvil Creek, and on the 14th, when for the first time the Half-Moon had a fair wind, they traveled past the Palisades for thirty-six miles up the stream, and on the next day they went twenty leagues higher. After that the way became more difficult, the vessel grounding occasionally on mudbanks or in sandy shallows. On the 18th Hudson made a visit ashore. He came to the habitation of an old

LANDING OF HENRY HUDSON FROM THE HALF-MOON
In the upper right-hand corner is shown the Indian village of the Manna-hatas

chief, which was a circular house with an arched roof covered with bark. The chief had a feast prepared in his honor, and the menu included freshly killed pigeons and a fat dog, roasted; but the explorer does not say that he partook of the last-mentioned item of the meal. He was much impressed by the large supplies and excellent quality of vegetable products he saw about the chief's house, and the richness of the soil thereabout, which he declared was the most fertile he had ever seen.

September 19 was a fair, hot day. A run of two leagues was made, and then the voyagers put in their time trading with the Indians, from whom they purchased, at trifling cost, valuable beaver and otter skins; and these transactions were among the most interesting items of the report of the expedition made to its commercial promoters in Amsterdam. On the 20th the boat was sent ahead to make soundings and on the following day some of the chief men among the natives were invited to the Half-Moon, were taken into the cabin and treated to wine and *aqua vitae,* so that one of them became drunk, which was a new experience with these people. The story of this introduction of "fire-water" passed into a legend with the Indian people. On the 22d twenty-seven miles were made; but the stream was getting shallower and narrower and the hope that this might prove to be a strait between two oceans had to be abandoned.

The descent of the river was begun on the 23d, and took about as much time as the ascent. On the 24th some of the men went ashore and gathered a good supply of chestnuts. The magnificent forest attracted attention on the two days following and several specimen logs were taken aboard as evidence of the richness of the country in shipbuilding timbers. On the 27th the Half-Moon stuck upon a muddy bank in the vicinity of Newburg. Contrary winds made progress slow, but finally a good day's run took them out of the Highlands channel on October 1. Late in that day an Indian was caught stealing. He climbed by the rudder to the cabin window and stole out Juet's pillow, two shirts and two bandoleers. The master's mate shot the Indian, killing him; the ship's boat was manned and sent to recover the stolen goods. The Indians swam out to the boat and one of them tried to upset it. The cook took a sword and cut off one of the Indian's hands, and he was drowned. The next day, at a point seven leagues further down the river, an Indian who had been kidnaped on the upward journey but had escaped, came to seek his revenge, with companions. They made an attack on the ship's company with bows and arrows, which fell harmless to the deck. The crew answered with a volley from six muskets, which killed two or three natives. Then about a hundred Indians came to a point of land to shoot at the crew again, but Juet, firing from a falcon (small cannon), killed two of them and the others fled. The Indians manned a canoe to return to the attack. When it came within

range Juet leveled another falcon, which shot through the canoe, sinking it, and several of the Indians struggling in the water were killed by another discharge of muskets.

Six miles below the scene of this encounter the Half-Moon anchored at a point about opposite the Elysian Fields of Hoboken, for Juet speaks of its being off a cliff "that looks of the color of white-green, on that side of the river which is called *'Manna-hata.'*" As October 3 was a stormy day, there was trouble with the anchorage, but they remained in safety in the Upper Bay, and October 4 dawned fair, with a favorable wind. The Half-Moon cleared the Narrows, and steered a course direct to Europe, being the first direct packet from the port of New York. Some of Hudson's officers favored wintering in Newfoundland and making a dash through Davis' Strait to India in the following spring; but Hudson feared that a mutiny might occur unless he steered the ship homeward. November 7, 1609, the Half-Moon arrived in Dartmouth, and when the English authorities found that this Dutch vessel had an English captain they detained the ship in that harbor. After some delay Hudson was permitted to send his reports to the Dutch East India Company in the spring of 1610, and the Half-Moon was released and arrived in Amsterdam in July, 1610; but it is thought that Hudson was not permitted to go there, as there is no record of his having done so before April, 1610, when he left England in behalf of an association of English gentlemen to search for a Northwest Passage.

On June 10 he reached the strait which bears his name and from there passed into the bay which has also been named for him; and spent three months in exploring its coasts and islands. Early in November his vessel was frozen in. A winter of great suffering, with a scant supply of provisions followed, and serious dissensions occurred. In June, 1611, the mutineers seized and bound Hudson, his son, and seven others of the ship's company, put them into a small boat and set them adrift, never to be heard from again. A few of the survivors of those on board the ship finally reached England.

Thus ended the career of Henry Hudson, who in four years of heroic adventure had made a place for himself on the world's roll of fame, and had rendered important service to commerce by finding and describing the site of what, in three hundred years, has become the second largest city in the world and is probably destined to become the first.

CHAPTER TWO

UNITED NEW NETHERLAND COMPANY
EARLY DUTCH COMMERCE WITH THE INDIANS

The directors of the Dutch East India Company were disappointed at the failure of Hudson and the Half-Moon to achieve the precise object of his journey. This was because their charter limited their operations to the East Indies, and they were officially unable to take advantage of the discoveries made by Hudson on the eastern coast of America, their charter expressly forbidding them to take part in commerce with the coasts and countries bordering on the Atlantic.

But the report of Henry Hudson bore fruit in Amsterdam. An organization of merchants was formed, and they dispatched a vessel, under command of the Dutch mate of the Half-Moon, and part of her crew shipped for this second voyage. A cargo of cheap and inexpensive articles was taken for the purposes of trade, and a fine return cargo of beaver and other furs was secured. The eminent success of this enterprise led to other adventures, and in 1612 the association dispatched two vessels, the Fortune and the Tiger, on a trading voyage to the Mauritius River, as the present Hudson River had been named, after Count Maurice of Nassau, the Stadtholder of the Republic of the United Netherlands. These vessels were commanded by Hendrick Christiaensen and Adriaen Block, and in 1613 or 1614, three other vessels, under Captains Volkertsen, DeWitt and Mey made successful transatlantic voyages with valuable commercial results. Christiaensen and Block, upon their return to Holland, brought with them, besides their cargo of furs, two sons of chiefs; and the exhibition in Amsterdam of these two Indians, to whom the names of Valentine and Orson were given, stimulated interest in America throughout the Netherlands.

Christiaensen and Block returned with the two Indians, and continued in the trade, and decided that it would be well to place it upon a more permanent basis by one of them remaining in America. So several rude houses of boards, roofed with bark, were built at a spot said to be the site of 29 Broadway. From this headquarters Christiaensen would make visits to all favorable points in the surrounding country. Some early English accounts contain a story, now regarded as fictitious, to the effect that in November, 1613, Manhattan Island was visited by an armed English vessel. Because of John Cabot's coasting voyage in 1497, the English claimed all of North America between Florida and Canada, and after the French had made settlements on the Bay of Fundy, Captain Samuel Argall was sent from Virginia with a squadron of three armed ships to dislodge them. This was easily accomplished, as his force was over-

whelming; and the ships sailed for a return to Virginia, November 9, 1613. Some days afterward the vessels were separated by a gale. One of them foundered, the second was driven eastward, reaching the Azores and thence sailed to England, and the other, commanded by Captain Argall himself, seeking shelter from the storm, is said to have found its way into New York Bay, where, the story goes, Captain Argall thought he had discovered a magnificent harbor and country for his government. When he found, however, that it was a Dutch trading post, he was much incensed. Finding Christiaensen, he made known the claim of England to sovereignty, and giving Christiaensen the alternative of paying tribute or submitting to the destruction of his business and property, the Dutchman promised to pay the tribute, and Captain Argall went back to Virginia satisfied that he had established England's right to this part of America. In the maps of America made about this time and for the remainder of the Seventeenth Century, those of English origin mark the entire region between Florida and Canada, "New England," while on the Dutch maps the region north of Virginia is marked "New Netherland."

The story of Captain Argall's claim has been doubted by most historians, and is now generally discredited, though some writers, chiefly English, have insisted on its truth; but whatever may be the facts in the matter, there was no halt in the operations of the Dutch traders on Manhattan Island. Christiaensen extended his operations, went up with his ship Fortune to a point near the junction of the Hudson and Mohawk Rivers and there built a stockade and rude fort, which he called Fort Nassau, after Maurice, Count of Nassau, who had already been honored in the naming of the River Mauritius, now the Hudson River, which had been first named by Hudson, the *Groot* (or Great) River. Christiaensen and his men equipped Fort Nassau with two cannon and eleven swivel guns, left it under guard of ten or twelve men, headed by Jacob Eelkins, and returned to his trading post in Manhattan. Only a short time afterward Christiaensen was killed by Orson, one of the Indians whom he had taken to Holland, and Orson was shot on the spot by one of Christiaensen's men.

While Christiaensen was building Fort Nassau, Adriaen Block, in Manhattan, had the misfortune to lose his vessel, the Tiger, which was anchored in the Bay, by fire. But Block and his men did not permit this loss to discourage them. They were poorly equipped for tools, but timber was plentiful and they set to work to build a vesssel, and by the spring of 1614 they had built the *Onrust,* or Restless; a handsome craft 38 feet keel, 44½ feet over all, 11 feet beam and sixteen tons burden; the first vessel built in the port of New York. When this vessel was finished Block started with it to explore the surrounding waters, and went to many places then inaccessible to larger vessels. First of all he passed through Hell Gate, a name then given to the entire East River,

and was the first European navigator to enter Long Island Sound. He coasted along its northern shore, entered New Haven Inlet, sailed into the Connecticut River, which he named Fresh Water River; and then discovering again the three-cornered island mentioned in Verrazano's "Letter," he gave it his own name, and it is still known as Block Island. Eastward he went, entering Narragansett Bay, which he named the Bay of Nassau. He doubled Cape Cod, and proceeded as far as Salem Harbor, then turned about and made for Manhattan.

On the way he encountered the Fortune, which had been Christiaensen's vessel, now commanded by Cornelis Hendricksen, and on its way to Amsterdam with a cargo, and learned of his partner's fate. Block transferred Hendricksen to command of the Onrust, and himself took charge of the Fortune, with which he went direct to Holland, and after that never, so far as any known record shows, returned to the New Netherlands. He was afterward in the service of the Northern Company and the last mention of him is in the capacity of commander of a whaling fleet for that company in 1624.

In March, 1614, the States-General published a decree in the form of a General Charter for Those Who Discover New Passages, Havens, Countries or Places, offering to give to such discoverers a temporary monopoly of trade; providing that within fourteen days after return from such exploring voyage the discoverer should make a detailed report of his discovery. Adriaen Block arrived, probably, early in October, and October 11, 1614, he appeared before the Assembly of the States-General and told the story of his voyage in the Onrust through Hell Gate and Long Island Sound; demonstrating the insularity of Long Island and thus establishing his claim as discoverer of a "new passage," and the discovery of New Haven Inlet and Fresh Water River. He also, for the association of merchants with which he was connected, told of the explorations of Captain Cornelis Jacobsen Mey, or May, who had not only explored the south coast of Long Island, and the Atlantic Coast eastward and northward to Martha's Vineyard, but had also gone south to Delaware Bay and bestowed his own name on its northern cape. Captain Block's statements were effective, in combination with those of other skippers, in securing the charter for the merchants associated with them, as The United New Netherland Company.

The charter runs in favor of "Gerrit Jacobz Witssen (ex-burgomaster of the city of Amsterdam), Jonas Witssen, and Simon Morrisen, owners of the ship Little Fox, of which Jan DeWitt was skipper; Hans Hongers, Paulus Pelgrom, and Lambrecht van Tweenhuysen, owners of the two ships called the Tiger and the Fortune, of which Adriaen Block and Hendrick Christiaensen were skippers; Arnolt van Lybergen, Wessel Schenck, Hans Claessen, and Barent Sweertsen, owners of the ship called the Nightingale, whereof Thys Volckertsen was skipper, merchants of the city of Amsterdam; and Peter Clem-

OLD DUTCH COTTAGE IN NEW YORK, 1679

entsen Brouwer, John Clementsen Kies and Cornelis Volckertsen, merchants of the city of Hoorn, owners of the ship called the Fortune, whereof Cornelis Jacobsen May was skipper, all now united into one company," and reciting the publication of their general charter of the preceding March, conferred upon the company the privilege of exclusive trade for four voyages within the term of three years with "the new lands between New France and Virginia, the sea-coasts of which lie between the 40th and 45th degrees, north latitude, now named New Netherland," this being the first official designation of the country by that name.

The Indians of America, east of the Mississippi, were of two great divisions, but of numerous "nations" or tribes. Near the coast they were of the Algonquin stock, which was also dominant in the region of the St. Lawrence River. To this stock belonged the natives of the seaboard section including the site of the present Greater City of New York, among whom were the Indians who fought Hudson on his return from his up-river trip. To this grand division belonged all the *"Wapanachki* or Men of the East," the Hurons of the Canadian region, the Lenni-Lenape, west of the Hudson, and the Mohican *Suvanoys* and others east of it. The subtribe on the Jersey side was that of the *Sanhikans,* while on the east side, in a district now comprising the boroughs of Manhattan and Bronx and some adjacent territory, were the *Reckgawawanes,* a subtribe of the *Lewanoys,* and on Long Island were the *Matouwacks* (or Montauks), and those seen by Hudson in Newark Bay were the Raritans; the two last-named being subtribes or chieftaincies of the Lenni-Lenape.

Up the river, Hudson and the later explorers found tribes of the *Mengwes,* better known as the Iroquois, or Five Nations (Mohawks, Oneidas, Senecas, Cayugas and Onondagas), afterward augmented to Six Nations by admission of the Tuscaroras. They were a warlike and powerful people, with whom the tribes to the east were unable to cope.

Right here it may be well to say that the name "Manhattan" as applied to the natives of either the territory in the present city, or any others, is a misnomer. Hudson's report speaks of "that side of the river called *Mannahata."* Edward Manning Ruttenber, in a chapter contributed to the excellent Memorial History of New York (edited by James Grant Wilson) discusses the derivation of the word "Manna-hata" from its Algonquin origin, and finds that its root syllables mean noble and beautiful landscape or object, or something of similar import, and thus represents an exclamation or eulogistic expression. The names, in various forms of spelling, of "Manhattans," "Manhattæ," "Manatthanes," etc., as applied to the natives of this region were of Dutch and not native origin. Yet the name persisted in spite of linguistic and ethnological inaccuracy and is constantly used by the earlier

authorities, including some who have wasted much energy and ingenuity to give a philological reason for the name.

Of the various local subtribes the Montauks of Long Island were the finest physical specimens and the handsomest in their attire, as is attested by Verrazano's letter of 1524. Hudson writes of them that "many of the people came on board, some in mantles of feathers and some in skins of divers sorts of good furs;" and the early Dutch accounts of the native people of the region are full of admiration of the virile attractiveness of the men and the beauty of the women. The men were broad-shouldered, full-chested, slender-waisted and had well-formed, symmetrical limbs, black hair and eyes, snow-white teeth, and a mild and pleasant expression. The graceful and pleasing appearance, and the modest demeanor of the women is mentioned by all the early accounts.

Both sexes of the Indians were chaste in their lives, clean in their conversation, hospitable in their treatment of each other and of strangers and visitors. Their lives were simple and healthful, and they had few diseases. One of the Dutch writers comments on the "grossness" of their food, because he says "they drank water; having no other beverage." If they had never changed their habits in this respect they would have taken a much better place in the pages of modern history. They ate the flesh of all kinds of fish and game, baking it in hot ashes; their bread was made of Indian corn and baked in the same way. They also cultivated and used several kinds of beans, squashes and other garden products. The men were hunters, fishermen and soldiers. The women did the gardening, and made the clothing of skins, the mats, and the ornaments wherewith they arrayed themselves and the men and children of their families, displaying great skill and excellent taste in artistic adornment; while in the care of their homes they were industrious and faithful workers. If ever there was a suffragette agitation among these early residents of Manhattan, it had won its fight before the coming of the white men, for women had a full share in tribal government.

These Indians of the coast held an important economic and fiscal position, for theirs were the mint and treasury of the Indian world. In other words, they made the circulating medium, made of two kinds of shells; the white beads called "wampum" being made from the little pillars found inside the conch shells thrown up by the waves semi-annually, and the more precious black beads, called *sucki*, made from the purple layer inside the shell of the quahoug. The parity of this double-standard currency was long maintained at a ratio of two to one, and the Dutch and English settlers of New Netherlands and New England having only a very small supply of European currency, adopted this circulating medium, establishing an exchange value of three purple or black beads or six white beads as the equivalent of a Dutch stiver or an English penny.

The natives lived in long narrow houses about twenty feet wide and often more than one hundred and fifty yards long, the walls formed of tall and supple hickory saplings driven into the ground at convenient intervals on both sides and arched together at the top and made fast. The sides and roof were covered with a kind of primitive lathing made fast to the poles and the whole was covered with bark. This long structure was made to accommodate many families, sometimes fourteen to eighteen. One fire in the centre served them all, a hole being left in the roof for the escape of the smoke. As to household furniture, there were no bureaus, tables, chairs, buffets, wardrobes or bedsteads; but each family had its allotted section of the house and its own mats upon which to enjoy the comforts of home. Several of these houses would be erected in some convenient opening in the woods or the side of a hill, near a stream or spring, and the village would be surrounded by a stockade as a defense against attack from without.

In war they used as weapons the bow and arrows, tipped with flint, or, occasionally, with copper; spears similarly tipped, stone hatchets, and war clubs; while a primitive shield of tough leather was used for protective purposes. The face was painted in many colors, and their warfare was conducted most vigorously.

Their government was democratic. Every man and woman had a voice in it. Each subtribe had its chief, who had a council composed of experienced warriors and aged fathers of families. The larger organization of tribes was governed in a similar manner, with a tribal chief, and counselors chosen from the chiefs of the subtribes. Above this was an organization of the nation, headed by a king or sagamore, whose counselors were selected by the counselors and chiefs of tribes. In case of assault or murder, the injured family had the right to judge and to punish, or could accept anything that satisfied them in settlement of the offense or grant a pardon if they decided to do so.

There was a religion which was in essence the same with all of these tribes. They believed in a God who lived beyond the stars, and a life beyond, where they would continue a life similar to that passed on this earth; but their principal concern in a supernatural way was about the Evil Spirit, who had to be appeased before any success could be secured. They had a good deal of astronomy mixed up with their religion, the various constellations having much to do with their success in life, and the stars and the moon controlled their destiny and ruled over their fortune.

In a general way these matters of description apply not only to the various tribes and chieftiancies whom the Dutch grouped together under the name of "the Manhattans," but also to the more warlike and aggressive Iroquois. The Five Nations had so overawed these tribes that they willingly paid tribute rather than further contend against the Iroquois. The northern

branch of the Algonquin stock, the Hurons of the Canadian country, had never reached the state of subjection to the Five Nations as had the Mohicans, the Lenni-Lenape and their congenor tribes, but still had been worsted in many encounters; but after the coming of the French to Canada, the Hurons had made an alliance with the white men, and a few Europeans who under Champlain had marched with the Huron warriors against the Five Nations had spread sudden death and destruction by a weapon which the Iroquois had never seen, to the complete surprise and discomfiture of the hitherto victorious Five Nations.

INDIANS BRINGING TRIBUTE

CHAPTER THREE

PIONEER WORK IN NEW NETHERLAND
EARLY SETTLEMENT ON MANHATTAN ISLAND

After the charter of the United New Netherland Company expired, several attempts were made to extend its monopoly of trade by a renewal of the grant from the States-General. The individual merchants who composed the company continued to control most of the commerce to Manhattan, although no attempt was made to obstruct or interfere with the other merchants and associations engaged in the trade. Up the river, Fort Nassau continued to be the centre from which a dozen or more Dutch traders pushed their opportunities for securing furs, which, from time to time, they sent down the river to Manhattan to be shipped to Holland.

The trade to New Netherland assumed such proportions as to become a much-coveted prize, for a monopoly of which various parties were contending. The Dutch East India Company was the model upon which it was hoped to found a new West India Company with a similar valuable monopoly in America, the agitation for which had begun in 1604. For such a monopoly there were several aspirants, among whom one of the most notable was a company headed by Henry Eelkens, who was a relative of that Jacob Eelkens who had charge of the trading post at Fort Nassau, on North River, as the "Groot River" of Hudson had come to be called, the name "Mauritius" lasting only a few years.

The United New Netherland Company's charter having lapsed by limitation, each ship dispatched from Holland required the special permission of the authorities. Such permission was obtained by Henry Eelkens and associates in October, 1618, for a voyage of the ship *Schilt* (Shield), from Amsterdam to the North River. Cornelis Jacobsen May, whose former adventure in the ship Fortune, in 1615, has already been noted, made another voyage in August, 1620, in the ship Glad Tidings to the James River in Virginia. He seems to have mixed up this voyage with his former one to the Delaware Bay region in a report and claim which he made for a charter based on the discovery of new countries, under the general charter of March, 1614, one of the provisions of which was that such a discovery should be reported within fourteen days from the discoverer's return to Holland. Henry Eelkens made a vigorous opposition to the application of May's principals for a charter, and withstood the efforts of the States-General to reconcile the opposing factions, and the charter was refused. This contention had considerable effect in bringing to a head the movement for a charter for a national association, which was granted and executed June 3, 1621, to the "West India Company."

Meanwhile the directors of the United New Netherland Company, who continued in the trade with the North River, had become convinced that the future success of New Netherland must depend upon colonization. The Dutch did not readily respond to any project which involved permanent expatriation, and the desire of the directors for colonists seemed unlikely to be gratified so far as the Hollanders themselves were concerned. John Robinson and his flock of English Nonconformists, because of their views on church government, had been compelled to leave England rather than submit themselves to the intolerant demands of conformity on the part of the State Church, enforced by the crown. They had settled in Leyden, four hundred families strong, and under the liberal policy of the Dutch government they had perfect liberty of conscience. They were, however, English in their habits and ideas, and though enjoying religious liberty, still found their surroundings in many respects uncongenial. Believing in congregational independency, they were not much more sympathetic with the Presbyterianism of the Dutch Reformed Church than the Episcopalianism of the Church of England. They desired some place of settlement where they had not only liberty, but power; and where they might remove their children from contact or possible sympathy with any antagonistic ecclesiastical ideas.

During their twelve years in Holland John Robinson and his people had frequently turned their attention to the possibilities of America as a final haven and home. They had several times attempted to arrange with the London Company and the Plymouth Company, but found no inducement in that direction. Then they came in touch with the United New Netherland Company, which promised them, if the consent of the States-General could be secured, to give them free transportation to New Netherland, and to furnish every family with a sufficient number of cattle for its needs. The company wanted the approval of the States-General because of the hostility of King James and his government to these religious refugees. The States-General had been made aware of this hostility several times through the British Embassy at The Hague, and the liberality of the Dutch government in harboring the Pilgrims was very distasteful to James.

Another matter which entered into the deliberations of the States-General was a political one. The English claim which afterward appeared in several printed volumes, had already been advanced, in all probability, in diplomacy, to the effect that because Henry Hudson was an Englishman, the country claimed by the Dutch as New Netherland was, in fact, English soil. If the story of Argall's demand at Manhattan be true, it was doubtless known to the Dutch government. Therefore the States-General, to keep out of complications, declined the request of the New Netherland directors, and refused to permit the Pilgrims to colonize Manhattan. Only a short time afterward

about half of the Pilgrims at Leyden sailed on the Speedwell, from Delfshaven, and the same year began at Plymouth Rock the colonization of New England.

Several voyages were licensed by the States-General in 1620 and 1621, not only to the Mauritius or North River, but also to the South River (now Delaware River) which Cornelis Hendricksen had visited several years before. This activity was accentuated by the chartering of the Dutch West India Company into a definite claim of sovereignty over a three-hundred mile strip between the northern and southern English settlements. Therefore Sir Dudley Carleton, ambassador of James I at The Hague, exchanged various communications and finally, in February, 1622, addressed a formal communication, in French, protesting against the continuance of Dutch trade, or the planting of Dutch colonies in the region in which the title of King James I was, said the address, "notorious to every one." It concluded with the statement that the king had commanded him to apply to the States-General and to require of them in the king's name that the six or eight ships now ready to sail for the country in question should be detained and that further prosecution of the colonial enterprise should be forbidden.

It was only a month or two after this protest that occurred the most important movement so far made toward peopling the new colony. There were located in Amsterdam a community of Protestant Walloons, or natives of the southern provinces of Belgium. In their native provinces they had been subjected to persecution for their Protestant principles, and for that reason they had settled in Holland; becoming identified with the Dutch church and in every way reputable citizens of Amsterdam. These Walloons, though having few of the reasons for desiring to emigrate which impelled the Pilgrims to leave the Netherlands for the rocky coast of Massachusetts, were not restrained by the ties of birth from leaving their adopted home in Amsterdam for another in New Netherland. Therefore they made application to the States of Holland for leave to go and settle in New Netherland. The application was referred to the Dutch West India Company, and the Amsterdam Chamber, which was probably the only one that then had its capital fully subscribed, took up the matter. After about eleven months of negotiation and preparation, fifty or sixty families embarked on the ship New Netherland, of two hundred and sixty tons burden, in March, 1623, under command of Cornelison May, appointed by the Amsterdam Chamber to be captain of New Netherland. The vessel arrived off Manhattan Island in May following. The ship went up the river to the mouth of the Tawasentha River, where the small Fort Nassau was located; but as it was thought desirable to build a larger fort for the protection of the new colony, a site four miles up the river was chosen, where Fort Orange was built at what is now the principal business section of Albany. Adriaen Joris was left in charge of this set-

tlement with eighteen Walloon families, and as Joris was a sea captain likely to be away at intervals on voyages to Holland, Daniel Kriekenbeeck was designated to command the fort and colony in his absence.

Jacob Eelkens, who had been in charge of Fort Nassau since it was established in 1614, had, on one of his numerous trading expeditions gone over to the Connecticut Valley. He seized Seguin, an Indian chief, and took him to the fort, and he demanded more than a hundred fathoms of wampum for the sachem's ransom—a most exorbitant demand. The Indians paid the price, but for a long time were suspicious of all Dutch traders, with the result of a decided slump in the fur trade. One immediate consequence was the dismissal of Eelkens from the service of the Dutch West India Company.

Captain May in the same year went down the river in the New Netherland. A few families were left on Manhattan Island, and the ship was taken down the coast to the South (or Delaware) River, where on Timmer's Kill, near the site of the present town of Gloucester, New Jersey, he built a fort, which he named Fort Nassau, about four miles south of Philadelphia. In June, 1623, the West India Company having been fully organized, there sailed under its auspices an expedition of three ships, the Orange Tree, the Eagle, and the Love, which all brought over more Walloon families, some for the settlements on the North River and the others for Fort Nassau on South River.

COUNCIL OF TAWASENTHA, 1617

In this same year of 1623 the States-General gave provincial status to New Netherland by granting it a seal with the device of a shield, bearing a beaver, proper, surmounted by a count's coronet and surrounded by the words *"Sigillum Novi Belgii."*

The term of Cornelis May having expired in 1624, William Verhulst was appointed director of New Netherland for the term of one year. He had his headquarters on the Delaware River, and there is no record of his having visited Manhattan. It was during his administration that more than one hundred head of cattle were sent over to the settlement at Manhattan. In 1625, William Verhulst's term expired, and in December, 1625, Peter Minuit was appointed Director-General of the Province of New Netherland.

CHAPTER FOUR

THE WEST INDIA COMPANY AND PETER MINUIT THE FIRST DIRECTOR-GENERAL OF NEW NETHERLAND

New Netherland was founded by merchants and traders, and throughout the history of that colony and the city of New York, which grew out of it, the commercial interest has been paramount. Although at the time of the coming of Peter Minuit, in 1626, the permanent settlement of Manhattan by the Netherlanders had been decreed by the Dutch West India Company, that organization had little care for political or civic theories. The company was composed of merchants who were after trade, and it was in order to help that trade and give it stability that the colonial project had been formulated.

The Dutch had less incentive to emigrate, at that time, than the people of any other European nation. The religious intolerence which had driven the Puritans to New England and was later to drive the Quakers to Pennsylvania and the Catholics to Maryland, had been banished from the Netherlands, which had achieved such a high degree of civil and religious liberty that every man, whether Jew or Gentile, Protestant or Catholic, or of whatever denomination, was free to follow his conscience as to the mode of worship he desired.

The peopling of Manhattan was, therefore, slow work. To travel four thousand miles by the slow and tedious methods of the beginning of the Seventeenth Century, with many discomforts and privations, and with poor and scanty fare, for a period of four or five months, was not the kind of thing to attract people from a free and prosperous land such as Holland was at that period. Even when the voyage was concluded there was not much in the pioneering life to allure people from such sober, comfortable and orderly homes as those of these Hollanders.

Reports which came from New Netherland told of many privations and a scarcity of food, "beans and gray peas" being mentioned as the daily diet of the settlers. Cultivation of the soil was only possible upon a very small scale, because the horses and cattle of the colony were very few in number, and for the same reason milk, butter and cheese were only obtainable by a few. Under all the circumstances it is not wonderful the emigrants were few while the country was so little developed, for the inducements were insufficient.

Peter Minuit, the first director-general of New Netherland, embarked in the ship Sea Mew, from Amsterdam, December 19, 1625. The endeavor to start the voyage was, however, blocked by ice, and the Texel Channel was not cleared until January 9, 1626, from which time the voyage was made slowly until the final arrival at Manhattan Island, May 4, 1626. With Minuit on

the Sea Mew were the members of his council, Peter Bylvelt, Jacob Elbertsen Wissinck, John Jansen Brouwer, Simon Dircksen Pos, and Reymert Harmensen.

The first act of Peter Minuit and his council was to buy Manhattan from the Indians. The usual method with Europeans in dealing with the nations was to look for what was wanted, and take it. The Dutch method, as exemplified by Minuit and his associates, was the commercial one. The sale was officially reported to the Dutch West India Company and by that company to the States-General as having been made for the value of sixty guilders ($24) and that the land conveyed covered eleven thousand morgens, or about 23,100 acres, the Dutch "morgen" being equal to two and one-tenth acres.

The price was not paid in money, which would not have attracted the Indians at all, but in beads, baubles and ornaments of various kinds, and bright colored cloths, of which a vast quantity could be bought in Amsterdam for sixty guilders, and doubtless, both in quantity and quality the consideration seemed adequate to these "wild-men" as they were named in the report of the sale. There was no writing connected with the sale, but the Indians received the goods, and the settlers entered into possession of the ceded lands.

Besides the director-general and his council there arrived on the Sea Mew, Isaac de Rasières, Secretary of New Netherland; and the other official, who arrived in July, 1626, was Jan Lampe (or Lampo), who was *Schout-fiscal;* whose duties comprised not only those now performed by a sheriff, but also that of counsel, both for the prosecution and the defense, in criminal cases. Another important arrival on the Sea Mew was Kryn Fredericke, a military engineer, who set to work at once, with the aid of the inmates, to build Fort Amsterdam, the walls of which were at first built of earth and faced with sods, but in 1628, before the fort was finished, the walls were strengthened by strong masonry.

Although twenty-four large quarto volumes of documents relative to the history of New York have been collated by Messrs. Brodhead and O'Callaghan and published by the State, there is a singular paucity of archives relating to the administration of the first director-general of New Netherland. So few were these that for a long time some even questioned the fact that such a dignitary ever held charge of the destinies of New Netherland. One reason for the scarcity of documents, is the action of a thrifty official of The Hague, who about ninety years ago, finding the place encumbered with what he thought useless documents, sold more than a ton of the West India Company's oldest papers, in an auction sale of waste paper. Documents have been found, however, in private hands, which sufficiently establish a place in Manhattan's history for Peter Minuit. One of these is a document signed by

Minuit conveying a part of the patroonship on the Delaware. Besides this document found by Mr. Brodhead, there are two others, discovered in 1889 by General James Grant Wilson in possession of Admiral Van Rensselaer Bowier, in Amsterdam. These comprise a contract made with Indians in behalf of Kiliaen van Rensselaer of part of the patroonship of Rensselaerswyck, near Albany, and a deed in pursuance of that contract made to Van Rensselaer, signed by "Peter Minuit, Director" and by the five councilmen before enumerated, attested by Lenaert Cole, vice secretary (in the absence of the secretary) and Jan Lampe, schout.

In the year following his arrival, Director-General Minuit sent greetings to Governor William Bradford of New Plymouth Colony. To his letters Governor Bradford replied, recalling the Pilgrims' gratitude to the people of the Netherlands for kindness to them when living with freedom and contentment in that country. He states, however, that the country where they had settled was England's by first right, and while disclaiming any intention on his own part to interfere, he warned him of possible trouble with the Virginians or with English fishing vessels. In Minuit's reply he declared to Governor Bradford, that there was no doubt as to the right of the Dutch to New Netherland, declaring that they had been there "twenty-six or twenty-seven years;" although he doubtless meant sixteen or seventeen. Further personal communications were sent in August, by Director Minuit to Governor Bradford, by the hand of John Jacobsen, Captain of the *Drei Koningen* or Three Kings, and afterward by De Rasières, the provincial secretary, who was, next to the director-general, the principal officer of the province. De Rasières was received at New Plymouth with distinction, was honorably attended with the noise of trumpets, and pleasant relations between the two colonies continued for some time.

THE OLD FORT
Built by Peter Minuit, in 1626

The up-river settlement around Fort Orange (now Albany) had its troubles. The surrounding Indian tribes fought among themselves and some of the settlers, interfering in the quarrel, lost their lives; so Director-General Minuit ordered all the families of that settlement to come to Manhattan, which they did, and, according to Brodhead, a similar order was, for some undisclosed reason, made to the colonists at Fort Nassau, and they also came to the island. A garrison of men was left at Fort Orange, but Fort Nassau

was abandoned. As a consequence of these orders, by far the larger part of the population of New Netherland was concentrated, in 1628, on Manhattan Island, in the settlement around the still incomplete Fort Amsterdam, and this settlement numbered just two hundred and seventy souls.

This is not much of a showing. The Virginian settlement had four thousand, six years before, and New England's numbers were being rapidly augmented, but there seemed to be very few of the Dutch people who could be induced to leave home for the colony. Farmers were anxious for an influx of farm labor, which would not come; and industries were undeveloped because there were no mechanics or laborers. In order to get immigrants, the Dutch West India Company devised a plan modified from the Portuguese system which had been successfully applied to Madeira, the Azores and Brazil; which was to give hereditary grants or captaincies to courtiers who would settle them or improve them. This plan, more highly commercialized, was adopted in 1629 by the Dutch West India Company with the consent of the States-General. The beneficiaries were to be "members of the company" (directors or large shareholders), who would become acknowledged patroons of New Netherland upon filling certain conditions, the first of which was that they should within the space of four years undertake to plant a colony in New Netherland, of fifty souls of adults over fifteen years old; failing which the grant of patroonship should become ineffective. The grant should include sixteen miles frontage on one side or eight miles each on both sides of any river in New Netherland. There was no mention, and therefore, practically no limitation of the distance backward from the stream which these grants should take. It was made a condition of the title, that it should be purchased from the Indians, should be occupied by settlers at the expense of the patroon, and when these conditions were fulfilled he was to be absolute owner of all privileges of hunting and fishing on such lands, of the timber and mineral resources, and could cultivate the soil to any extent he desired. All products, however, must be sent to the Fatherland, after being first brought to Manhattan. The patroons might trade anywhere from Newfoundland to Florida, but all goods received in trade must be taken to Manhattan to be disposed of. The fur trade was prohibited to the patroons or their colonists, all beaver, otter, mink, and other peltries being reserved for the company. The patroons and their settlers were, for the space of ten years, to be free from customs dues, taxes, excise and imposts of all kinds whatsoever, and they were to be protected by the company's troops and navies from inland or foreign wars, and aggression. Manhattan Island was exempted from the territory which might be located by a patroon.

The first patroonships were located by Samuel Bloemart and Samuel Godyn, merchants of Amsterdam and directors of the company, who secured

lands extending thirty-two miles along the southwest bank of the Delaware River and sixteen miles on the northwest shore. These patroons gave their patent the name of *Swanendael* or Swan's Valley. They planted a colony there, but Fort Nassau had been abandoned, and an Indian uprising occurred, in which the settlers were exterminated. Kiliaen van Rensselaer secured lands at Fort Orange. He was a pearl merchant in Amsterdam and a director of the company, and his patroonship of Rensselaerswyck was the only one which proved to be a success. Michael Paauw, another director of the company, planted his colony at Hoboken-Hacking, across the river from Manhattan Island, which he called after himself in the Latinized form of Pavonia. He afterward added Staten Island and another colony on the Jersey side, on the site of the present Jersey City, which he called Ahasimus. In all these colonies other Amsterdam merchants became interested as partners.

The patroons soon found that their privileges made them little return. They were not able to prosecute agriculture to any large extent, and they were prohibited from the fur trade, which was almost the only really lucrative activity of the colony. They complained to the company, which in turn rescinded some of the most important exemptions. An investigation which followed convinced the States-General that the grants were excessive, and in other features objectionable; and the upshot of the matter was that Peter Minuit, who had issued the charters, was recalled. So far as the facts are known this seems to have been an unjust decision, as on the face of it he was bound to carry out the provisions of the company's charter in relation to these matters. With the director, went the schout-fiscal, Lampe, early in the year 1632 on the ship *Eendracht* (Union), for Holland. The Eendracht also carried several families of returning colonists, and had a cargo of five thousand beaver skins. Meeting with contrary winds in the British Channel, the ship was compelled to take refuge in Plymouth Harbor, where she was detained by the English authorities on the charge of illegal traffic in British monopolies. Minuit sent news of the actions of the English to the Dutch West India Company, and to the ambassador of the States-General in London. A correspondence ensued, in which the respective claims of the two countries were set forth.

The English claimed the region under the prior discovery of Cabot, declaring it to be included in the grant made by James I to the Plymouth Company; that Henry Hudson was an Englishman, and that his further exploration of a country originally discovered by an English expedition vested no right by discovery in his alien employers. The Dutch contended that there was no previous discovery by Cabot of that section of America; that the English had failed to occupy it; that Hudson's was the first discovery

and that not his nationality, but the flag under which he sailed, fixed the sovereignty of his discoveries. Furthermore they had followed the discovery by a return voyage in 1610; by the grant of a trading charter in 1614; and by the organization of the Dutch West India Company in 1621; and not only so, but had bought the land from the natives who originally owned it.

The English replied to the latter argument that the Indians were nomads who were not *bona fide* owners of the land, and had no right to sell it. Each nation held to its ground, but internal troubles made the English hesitate to enforce their claims, and without admitting the Dutch contention they postponed further action and released the Eendracht. Minuit thus dropped out of the history of Manhattan. He was again in America, however, in 1638, planting a Swedish colony on the Delaware River on behalf of Gustavus Adolphus of Sweden.

The administration of Minuit seems to have been characterized by zeal and efficiency. It was a time of beginnings, and the settlements in New Netherland were small, the total population of Fort Amsterdam two hundred and seventy in 1628, which included the Dutch settlers of Fort Orange who had been called from there to Fort Amsterdam because of the unsafe conditions up river where there had been trouble with the Indians.

Several industries were begun upon a primitive scale. There was a gristmill, operated by horse power, to which a sawmill was added; brick-making was tried, but proved a failure; but the principal industry aside from farming was that of cutting timber, of which the supply was greater than could be utilized in the colony or shipped, with the facilities at hand. There were two Walloon shipbuilders who had looked with wonder at the tall and straight timber of the region, and they conceived the idea that it would be a most profitable thing in itself, besides being a valuable exhibit of the timber resources of the colony, if a vessel larger than any that then sailed the seas should be built there and launched. Director Minuit encouraged the project and insured its success, by guaranteeing a financial backing from the West India Company, with the result that there was built and launched in the harbor of New York, in 1630, the ship New Netherland, said by some authorities to have been of twelve hundred tons burden, but at any rate sufficiently large to merit the name of "The Great Ship."

A familiar view of social conditions in Fort Amsterdam during the administration of Peter Minuit was discovered in 1858 among the archives of the Classis of Amsterdam, in a letter dated August 11, 1628, from Rev. Jonas Michaelius, the first regularly ordained clergyman in New Netherland, to a brother clergyman, Rev. Adrianus Smoutius, of Amsterdam. Another letter from Michaelius, to Johannes Foreest of Hoorn, was found in 1902. He went to New Netherland in 1628 with his wife, two little girls, and a boy,

meeting such hardships and privations that his wife died seven weeks after his arrival at Fort Amsterdam. Another of the incidents told of Director Minuit's administration has been derived from this letter, and from one written by Isaac de Rasières, secretary of the colony.

Before the arrival of Domine Michaelius the religious interests of the small settlement had been looked after by two laymen, Bastiaen Janszen Crol and Jan Huygen, who were what was called *Krankenbezoeckers,* or visitors of the sick; and in addition to the duties indicated by their name they read to the people on Sundays "from texts of Scripture with the creed." The meeting place in these earliest days had been over the horse-mill, in "a spacious room sufficient to accommodate a large congregation," and above it a tower, surmounted by church bells captured by the Dutch from the Spaniards in Porto Rico. Pastor Michaelius at his first service had fully fifty communicants, Walloons and Dutch, which was a goodly number for a settlement of less than three hundred persons. Because some of the Walloons understood but little Dutch, the pastor administered the Lord's Supper to them in French, and read his sermon in French, not feeling sure enough of his own French to attempt extempore preaching in that tongue. For elders of his church, in the organization formed by Michaelius, he had the two krankenbezoeckers above mentioned, of whom Crol was director of the post at Fort Orange, and Jan Huygen was the West India Company's storekeeper, and a brother-in-law of Governor Minuit, who also served as elder, an office he had formerly filled in the French or Walloon Church at Wesel. The consistory formed by these elders with Pastor Michaelius is still alive under the name of the Consistory of the Collegiate Church of the City of New York, the oldest organization in America representing the Presbyterian system, and the first organization of the church now officially known as the Reformed Church in America, but still in popular speech the "Reformed Dutch Church."

Director-General Minuit was succeeded as director-general of New Netherland by Bastiaen Janszen Crol (or Krol), mentioned above, who held the office until the arrival of Wouter (or Walter) van Twiller in 1633. It has generally been accepted as history that Van Twiller was the direct successor of Peter Minuit in the office, but Mrs. Schuyler van Rensselaer, in her recently published History of the City of New York in the Seventeenth Century, shows conclusively from the Van Rensselaer papers that Crol had been appointed by the directors of the West India Company to the office, as he himself describes it, of "Director-General of New Netherland at Fort Amsterdam on the island Manhates lying in the mouth of the aforesaid North River also named Mauritius, and served in this office thirteen months." It is quite probable that his was only an *ad interim* appointment, but he filled the office for the period named and exercised the executive authority.

NEW AMSTERDAM (NEW YORK) ABOUT 1667

CHAPTER FIVE

NEW AMSTERDAM UNDER THE ADMINISTRATION OF DIRECTOR-GENERAL WOUTER VAN TWILLER

Wouter van Twiller, third of the directors-general of New Netherland, was a nephew of the patroon Kiliaen van Rensselaer. He had been in New Netherland before, probably in connection with the selection of the lands about Fort Orange, for his relative, in 1629. When appointed director-general he sailed for Fort Amsterdam on the ship *Soutberg* (Salt Mountain), which reached its destination in April, 1633. Jan van Remund, who had succeeded De Rasières as secretary a year or two before the recall of Peter Minuit, and had made the complaints which had led to Minuit's dismissal, was sent back as secretary, in the Soutberg, with Van Twiller; but part of its former duties had been separated from that office and were conferred upon Cornelis van Tienhoven, who came on the same vessel, with the title of Bookkeeper of Wages. There also came Domine Everardus Bogardus, a clergyman sent by the company to take the place of Michaelius; and Adam Roelantsen, who was the first schoolmaster officially sent to Fort Amsterdam, although the school itself had already been established by Domine Michaelius. This school has continued to exist ever since, except for the interruption of the Revolution, and is now known as the School of the Collegiate Reformed Church in the City of New York. Mrs. Van Rensselaer calls attention to the fact, that as it was "founded two years before the Boston Latin School, it is the oldest school in the United States." The other passengers on the Soutberg included a company of one hundred and four soldiers, and the four members of Van Twiller's council—Captain John Jansen Hesse, Martin Gerritsen, Andreas Hudde and Jacques Bentyn. Conrad Notelman, who had served as schout-fiscal, or sheriff, under Crol, was retained in that office.

One of the incidents of the voyage of the Soutberg had been the capture of a Spanish bark, or caravel, laden with sugar.

One of the partners in the patroonship of Swanendael on the South (Delaware) River was David Pieterz de Vries, of Hoorn, who was an explorer and mariner of distinction. After the massacre of the first colony on the South River he had tried to plant another at the same place, first going to the land and making satisfactory arrangements with the Indians. But he found settlers shy about going to a place where their predecessors in settlement had been butchered, and after a visit to Virginia, where he was pleasantly received by the governor, Sir John Harvey, he sailed north, and anchored off the island of Manhattan, April 16, 1633, and at once made the acquaintance of the director-general, Van Twiller, who had arrived a few days before, and

to whom also he had brought some goats and a ram as a present from the governor of Virginia.

Two days later an English ship, The William, sailed through the Narrows and anchored in New York Bay, off Fort Amsterdam. The vessel, owned by a company of London merchants, was commanded by Jacob Eelkens, who had formerly been the agent of the Dutch West India Company at Fort Nassau. Eelkens, incensed at his dismissal, had entered the English service and had now arrived with the intention of sailing up the river to trade with

WRATH OF VAN TWILLER

the natives. De Vries tells us that Eelkens made Van Twiller acquainted with his purpose to the effect that he had come to the possessions of the English king to trade on Hudson's River which had been discovered by Henry Hudson, a subject of His Late Majesty, James I, and set forth the other points of the argument for English sovereignty. Van Twiller replied that the river was not Hudson's, but the Mauritius River, and that all the surrounding regions were the possessions of their High Mightinesses the States-General and the Prince of Orange, their Stadtholder. He ordered the Orange colors to be displayed from the flagstaff at Fort Amsterdam, and three shots to be fired in honor of the prince. Eelkens in defiance ran the English ensign to the fore, and fired three shots in honor of King Charles, then weighed anchor and sailed up the river.

De Vries stands high as a veracious chronicler, and he tells how Van Twiller broke out in a rage; but instead of using his forces to intercept the intruder, he called upon the people of Fort Amsterdam to assemble on the riverbank just outside the fort, then, ordering a cask of wine to be brought, he called upon them to drain a bumper to the confusion of The William and its commander and to the success of the Prince of Orange. However satisfactory this may have been to Van Twiller, it disgusted De Vries, who had made several voyages to the East Indies, where similar encroachments of the English had met a very different reception. He berated Van Twiller for cowardice, and said that had he had the command he would have made Eelkens obey "by the persuasion of some iron beans sent him from our guns, and would not have allowed him to go up the river." He suggested that there was yet time to defeat the plans of Eelkens. The well-armed Soutberg, which had brought the director-general from Amsterdam, was still at anchorage, and a force of over one hundred soldiers was under his command. Why not pursue The William and prevent the success of its errand?

Van Twiller, after several days' deliberation, sent under command of Crol, the former director-general, a pursuing force up the river, including a part of the soldiers, but not the man-of-war; the expedition including a pinnace, the caravel captured by the Soutberg and a hoy. Eelkens had established himself on an island near Fort Orange and was carrying on a successful trade with the Indians. The Fort Orange settlers beat the Indians who came to trade with Eelkens, so far as they could catch them, but offered no personal resistance to Eelkens himself. When the soldiers from Fort Amsterdam arrived he had collected a large supply of furs, ready to load the vessel. The soldiers forced Eelkens to stop trading operations, made the English sailors put the furs on board The William, convoyed that vessel to Fort Amsterdam, and when they arrived there Eelkens was made to give up the peltries and return to England without a cargo.

The owners of The William complained to the English Government and a claim for damages was made through the Dutch ambassador to the States-General, by whom it was referred to the West India Company. The whole matter again came up for argument, the result being a request by the West India Company that the two governments should amicably settle the dispute by agreeing upon a boundary line between New Netherland and New England. In anticipation of this being done, Van Twiller bought from the Indians large areas of land, including the tract which now includes the City of Hartford, and other lands within the region claimed by the Dutch by right of discovery. This action met with opposition from the Plymouth and Massachusetts colonists, who sent companies to settle on the Connecticut lands. The details of these disputes, or of those which arose in the South in regard to

English claims to the land occupied by the Dutch on the Delaware have only an incidental connection with the history of the City of New York. They were very real and very troublesome to Van Twiller.

The director-general had somewhat improved the settlement, and especially the fort, which was unfinished at the time of his arrival. This he repaired and rebuilt, adding one or more stone bastions. Inside the fort, on what is now Pearl Street between Broad and Whitehall Streets, he built a wooden church, into which Domine Bogardus' congregation moved from the room over the horse-mill; and a house and stable for the Domine; built a house for the cooper, the smith, and the corporal; another house for the midwife—all of these being servants of the company, and also built a bakery, a stable for the goats which the Governor of Virginia had sent, and which increased quite rapidly; and he threw a bridge across the creek which flowed through the centre of the town. Conrad Notelman, the schout-fiscal, was superseded in 1634 by Lubbertus van Dincklagen, who was a doctor of laws, and afterward proved a serious trouble to Director-General Van Twiller.

That official was not a person calculated to build up a new colony to greatness. He was much addicted to wine, and De Vries, who while trading much all over New Netherland, made his headquarters at Fort Amsterdam, has told of many orgies in which Van Twiller took part which ended in drunken quarrels. He and his companions took care of themselves in the way of grants, the director taking not only Nut Island, since called Governors Island, but also several islands in the East River, then called Hell Gate, and with Andreas Hudde, a councilor; Wolfert Gerritsen, a relative of Councilor Gerritsen; and the trumpeter at the fort, Jacob van Corlaer, he obtained possession of fifteen thousand acres, now comprised in the town of Flatlands on Long Island, and later called New Amersfoot by another settler, after the town in the province of Utrecht, from which he came. The title to the fifteen thousand acres was purchased from the Indians, but was not confirmed by the West India Company, which was not notified of the transaction. In Manhattan several farms or *bouweries* were granted to families by Van Twiller. One of these comprising thirty-one morgens (about sixty acres) was granted to Roelof Janssen, who with his wife and children, had been sent out to Rensselaerswyck in 1630. He removed to Manhattan and secured the grant, which was located in the region north of the company's Bouwerie No. 1, and south of the swampy ground on which Canal Street was afterward laid out. He died soon after the grant was made, and his wife, commonly known as Annetje or Anneke Jans, inherited the farm. She was a daughter of the official midwife, for whom a house was built at the fort. She did not remain a widow very long, for Domine Bogardus, who was a widower, married her, and the farm was popularly known as the Domine's Bouwerie. This

grant was afterward confirmed to Mrs. Anneke Bogardus by Governor Stuyvesant, in 1654, after the shipwreck and death of the Domine, to whom she had borne four children to add to the family of four she had borne her first husband. After the English captured the province the grant was confirmed to her heirs, who sold it in 1671 to Colonel Lovelace, though one of the heirs failed to join in the conveyance. It was then joined to the King's Farm (formerly known as the Company's Bouwerie No. 1), adjoining, and with it was presented in 1703 to Trinity Church. Under the name of "Anneke Jans' farm" it became the subject of numerous lawsuits in the Eighteenth and Nineteenth Centuries.

Jacobus van Corlaer, who had obtained the first recorded patent on Long Island, also received one in the most eastern part of Manhattan, still to be identified by the name of "Corlaer's Hook," which survives, and another in the fertile flatlands then known as Muscoota, but later by the name of Harlem Flats. It was the first plantation in Harlem and the site of the town of Harlem founded in later years.

Near that Corlaer grant was one settled by Henry and Isaac de Forest, sons of Jesse de Forest. They came to Fort Amsterdam on the ship Rensselaerswyck in 1637, Henry de Forest being mate and supercargo of that ship. Their lands included part of what is now Mount Morris Park. Henry de Forest died soon after receiving the land, but Isaac, who became a resident of New Amsterdam, was the father of fourteen children, and is the progenitor of all the American De Forests, among whom many have attained distinction in New York and elsewhere. In 1638 the De Forest brothers were joined by their sister and her husband, Jean la Montagne, a French physician, who was the founder of the well-known La Montagne family of New York, and who soon after his arrival took a prominent place in the government of New Netherland.

Van Twiller appears in the light of history to have been a very incompetent governor. He lacked, in the first place, the training for executive position. His uncle, Kiliaen van Rensselaer, wrote to him frequently, giving him good advice, but he was neglectful of many things. He seldom reported to the company, he was too fond of wine, he neglected the buildings he had erected for the company, cultivated the company's Bouwerie No. 1 for his own benefit, used the company's negroes in the cultivation of his private tobacco plantation, and used his office to enrich himself.

De Vries makes much of his cowardice with the English ship The William; but it may have been prudence rather than cowardice which inspired him then, as he was under explicit instructions from the company to avoid armed conflicts with those nations which were at peace with the Netherlands. Van Twiller on behalf of the company had bought back all of the patroonships in

New Netherland except that of Rensselaerswyck, which belonged to his uncle, in whose interests his enemies charged him with exhibiting too much zeal. Another source of weakness to Van Twiller was his quarrel with Domine Bogardus. The latter was a very different sort of pastor from Michaelius, who seemed to have the temperament, as he had the experience to fit him for the building up of a church in a new place. Bogardus had a violent temper, and Van Twiller had no special respect for the cloth. Among the complaints against Van Twiller which reached the company some of the strongest came from the Domine. Still stronger was the report made by Lubbertus van Dincklagen, who had succeeded Conrad Notelman as schout-fiscal, to which office he had brought excellent abilities and legal training. He protested against the conduct of Van Twiller, who was so incensed that he refused to pay the salary of the schout-fiscal and finally dismissed him and sent him back to Holland. This proved to be the undoing of the director, for Van Dincklagen made complaint against Van Twiller before the States-General. He was referred backward and forward, but his legal ability enabled him to compel a hearing and prove his charges, with the result that the directors sent a letter of recall to Van Twiller, and on September 2, 1637, Wilhelm Kieft was commissioned his successor. It was several years, however, before Van Dincklagen collected his salary from the company.

Van Twiller was not without his good points; his dealings with the Indians were marked by firmness and justice, and he showed in these transactions that he was capable of good administration; but his local official acts and his personal conduct justify historians in placing him among the most incompetent and least honorable of men ever intrusted with important governmental powers.

CHAPTER SIX

THE ADMINISTRATION OF WILHELM KIEFT AS DIRECTOR-GENERAL TROUBLE WITH THE INDIANS

Wilhelm Kieft, the new governor, sailed for New Netherland in September, 1637, but wintered in Bermuda and did not arrive in the colony until March, 1638. The settlement had come to be called "New Amsterdam" instead of "Fort Amsterdam," though the fort remained as the chief feature of the town. Kieft found the town to be in bad shape. The fort and buildings erected by Van Twiller were badly in need of repairs; only one of the three windmills was in working order; the company's employees were engaged in smuggling, and its cattle had been sold to up-river settlers and their lands had gone out of cultivation; and most of the vessels were leaky or for other reasons out of commission.

Cornelis van Tienhoven, who had been Bookkeeper of Wages under Van Twiller, was promoted *Koopman* or Secretary of the Province. Ulrich Lupold, who had served as schout-fiscal since Van Dincklagen had been sent to Holland, continued in that office until the arrival, in 1839, of Cornelis van der Huyghens, sent out to be schout-fiscal by the company, at which time Kieft appointed Lupold commissary of stores. Kieft arranged the government of the province on a more autocratic plan than that followed by his predecessors in the director-generalship. He was permitted to choose councilors for himself, and chose only one, the newly arrived Huguenot physician, Dr. Jean la Montagne, who had one vote in council, the director-general retaining two votes.

Van Twiller, though summoned home by the company, did not return to Holland for more than a year. He leased the company's Bouwerie No. 1 from Governor Kieft, from whom he also secured a grant of a hundred morgens of land near the Bossen Bouwerie, and leased from Jacobus van Corlaer his Long Island "flat-lands." He returned to Holland in 1639, but long retained his property in New Netherland, where Governor Kieft acted as his agent.

Domine Bogardus remained at his post in New Amsterdam. Van Dincklagen, in Holland, had taken reports to Amsterdam about Bogardus, not much more complimentary than those he had carried about Van Twiller. The Domine wrote to the officials of the Classis of Amsterdam asking leave to go to the Fatherland to defend himself against the charges of the deposed schout-fiscal, but the reply came for him to remain at his post, "so that the Church of God may increase more and more every day."

Prior to the administration of Governor Kieft there are no official records now existing except a few land patents. The records of the administrations of Minuit, Crol and Van Twiller were doubtless taken to Amsterdam by the latter when he sailed thither in 1639; as Kiliaen van Rensselaer in a letter of that date claimed that Van Twiller had shown all his books and papers to the directors of the company in disproof of Van Dincklagen's charges against him; and an affidavit of Cornelis Melyn tells about getting from Van Twiller, in 1840, written information with a copy of the deed or bill of sale connected with the purchase of Staten Island by Governor Minuit. These most ancient of official papers were possibly included in the waste-paper sale in Amsterdam, in 1828, of which mention has formerly been made.

The earliest ordinances of Kieft's council of two, preserved in the State archives, relate to the traffic in furs, which was forbidden to all free persons except as the Charter of Freedoms prescribed, while employees of the company, high and low, were absolutely prohibited from taking any part in the fur trade, and the selling of guns or ammunition to Indians was declared to be a capital offense. The ordinances were not only directed against these manifestly public offenses, but also included regulations against the absence of sailors from their ships after nightfall; fixing hours for beginning and ceasing daily work and prohibiting idleness and slackness during the working hours; establishing a passport system, which prohibited all persons from leaving the island without written permission; restricting the liquor traffic; and ordinances against rebellion, theft, perjury, slander, "carnal intercourse with heathens, blacks or other persons;" and establishing an excise and inspection system for tobacco.

Kieft's first international complication came in the establishing of a Swedish settlement on South River by a colony led by Peter Minuit, former Director-General of New Netherland, and Samuel Blommaert, who had formerly claimed a patroonship on Fresh (Connecticut) River, and had been interested in Swanendael. These Hollanders, in the service of Sweden, brought a large party of traders and colonists, and built a trading post and a fort near the present site of Wilmington, Delaware, which he named Christina, in honor of the Swedish queen. This Swedish colony was successful, and established a large trade in furs, in spite of the protest of Governor Kieft. As they did not heed that protest, he appealed to the company, which in turn made the intrusion of the Swedes into the southern part of New Netherland known to the States-General; but that body did not feel like offending Sweden, and beyond making a protest did nothing. So the Swedish colony of New Sweden continued and John Prinz became its governor in 1642.

To the north the New Englanders had pushed down to the Connecticut River region and had established themselves at Hartford, New Haven, and

elsewhere, and were disputing with the Dutch the possession of the eastern end of Long Island. Kieft disputed the English advance, step by step, but was unable to dislodge the intruders; and the English became so numerous in that region that the States-General did not deem it wise to put much energy into its diplomatic protests.

The company had spent some time in the endeavor to create a plan for the further colonization of New Netherland. Several had been formulated and finally one was promulgated by the company. It was a great improvement as a colonizing programme over the patroon system, which had proved a failure, except that at Rensselaerswyck, and that had been of little benefit to any except the patroon. The new charter did away with the company's monopoly in the fur trade, permitting any free person to engage in it on condition of payment of a moderate duty, but retaining a monopoly of transportation to and from New Netherland. Any inhabitant of the Republic or of a friendly country might take up lands, and could carry to the colony (though only in the company's ships) cattle, merchandise and property; but in addition to freight dues they were to pay in Holland ten per cent. of the value of all merchandise sent from there, and at New Amsterdam fifteen per cent. upon all colonial products exported. As a stimulus to agriculture the director-general was to bestow upon every immigrant as much land as he could properly cultivate, with a provision for the giving of deeds, and for paying ground rent to the company after the land had been occupied for a specified period.

The effect of this more liberal charter was to stimulate immigration; no longer entirely confined to Hollanders and Walloons, although these were still the chief additions to the population. Even before the new charter was promulgated, Kieft issued patents to grants made by his predecessor, to which many others were added as the colony grew. De Vries, the explorer and historian, again arrived in New Amsterdam in December, 1638, bringing a colony which he settled on Staten Island, and afterward settled on Manhattan Island, two Dutch miles above the fort. Andreas Hudde received a grant of one hundred morgens on the northern end of the island, and was to pay a ground rent of a pair of capons annually, and one-tenth of the increase of the stock after ten years. Van Twiller, greediest of land grabbers, secured a grant at Sapohanican (later, and until recently, called Greenwich Village), on North River, besides leasing one of the company's bouweries. Abraham Isaacksen Planck (or ver Planck) who was a son of the schout of Rensselaerswyck, obtained a grant for Paulus Hoek, east of Ahasimas (Jersey City), which was a part of the lapsed patroonship of Pavonia, for 550 guilders; and in the same neighborhood Kieft also leased a company farm to Jan Evertsen Bout for a rental of one-fourth of its produce and another to a man named Teunissen, who not only cleared and fenced the land and stocked it liberally

with cattle, hogs, sheep and goats, but also planted orchards and built a brew-house. The secretary of the colony, Van Tienhoven, leased a bouwerie opposite Dr. La Montagne's plantation of Vredendael (between Eighth Avenue and the Harlem River).

In 1638 Jochem Pietersen Kuyter, who was a Dane, and who had seen much military service in the East Indies, came to New Amsterdam under a special permit, in an armed ship which he chartered for the occasion, bringing with him his family, many herdsmen and a large number of cattle. He secured a plantation in the neighborhood of the De Forest and La Montagne grants in what was then called Muscoota, but afterward Harlem Flats. He called his grant *Zegendall,* or "Valley of Blessing." Kuyter brought with him Jonas Bronck, a brother Dane, who was the first settler of the region across the Harlem. He secured a tract of land opposite Kuyter's and extending back to a river which the Indians called *Ah-qua-hung,* but which soon became known, after its first settler, as the Bronx River. Bronck called his plantation Emmaus, but the settlers soon called it Bronck's Land. This name afterward disappeared in the name Morrisania, but the river is still Bronx, and the same name is attached to the rapidly growing borough of New York City north of the Harlem. He was a Lutheran in religion, and a man of education. He built a stone mansion, with a tile roof, a spacious barn, a tobacco house, and various outhouses, and put his farm in a fine state of cultivation. It was in his house where the peace treaty with the *Weckquaesgecks* was signed, in 1642.

Cornelis Melyn, a wealthy man who had formerly been in the tanning business in Amsterdam, and who had visited New Netherland as supercargo of a vessel, in order to make inspection of the country, secured, on his return to Holland, permission to settle as a patroon on Staten Island. He brought his family and dependents and a lot of cattle. De Vries, who thought he should have the whole island, objected, but afterward gave his consent that Melyn should have a grant bordering on the Narrows; and later, under orders from Amsterdam, he was given a patent for all of the island except a portion actually covered by De Vries' bouwerie. A patent was also issued to Myndert van der Horst, in 1641, on *Achter Col* (Newark Bay) which included the Valley of the Hackingsack River, extending north to a plantation which Captain De Vries had established and had named Vriesendall. De Vries, in his narrative, describes this land which he had bought from the Indians as being "a beautiful region called Tappaen, on the west bank of the river, a few miles north of Fort Amsterdam."

Governor Kieft, in 1640, caused an ordinance to be passed requiring every man at and around Fort Amsterdam to supply himself with a gun or a cutlass and side arms and be ready at any moment to report at appointed

places, with their corporals, for service; this being the first militia regulation for New Netherland. At this time there were only fifty regular soldiers (detached from the Dutch army) at the fort, under command of an ensign, Hendrick van Dyck. In the colony, until the accession of Kieft, a policy of conciliation had been pursued, almost uniformly, by the colonial authorities and people. Kieft's orders from the company were to maintain these good relations, but it was the governor's nature to be harsh and arbitrary, and at the very first opportunity he stirred up trouble with the savages.

Claiming recompense from friendly River Indians on the ground that the Dutch had protected them from the Mohawks, Kieft, falsely stating that he was instructed by the company so to do, tried to collect tribute in corn or service from them; a demand which the affected Indians vigorously contested. In 1840, Kieft, hearing of certain depredations, accused the Raritan Indians of Staten Island, and sent soldiers to demand satisfaction, although the fact was that the ravages were the work of white men. The soldiers killed several Indians and cruelly maltreated others. It was in retaliation for this outrage that the Raritans destroyed houses and crops on De Vries' plantation the following year, and killed four of his men. Kieft then declared that the entire tribe of the Raritans should be exterminated, trying to incite the River Indians to kill them by offering a bounty for each Raritan head.

The next trouble with the Indians had its origin in a crime which had been committed fifteen years before. In 1626, soon after the arrival of Director-General Minuit, three of his negro servants robbed and killed an Indian in Manhattan, near the *Kalck Hoek* ("Collect") Pond. The Indian's tribe, the Weckquaesgecks, demanded satisfaction, but Minuit did not pay blood-money for the Indian's death nor punish the murderers. An Indian boy, nephew of the man who was killed, was present at the murder, and grew up with the purpose of vengeance. From the home of the tribe in what is now Westchester County, he came to Manhattan and killed an old farmer and wheelwright known as Claes Cornelissen Swits ("the Swiss"), who had leased a small farm which was part of Jacob van Corlaer's bouwerie, south of the Harlem River, and then escaped across the river. Kieft sent a message to the sachem of the tribe demanding that the murderer should be surrendered to him for punishment; but that chief replied endorsing the deed of the young brave and expressing regret that he had not killed twenty white men instead of one. This defiant response alarmed Kieft. His attitude toward the Indians had been exactly contrary to the policy of the company. He had run the colony and the city autocratically, and the responsibility was therefore his; and now he was accused of attempting to create a condition of war to further his own ends, meanwhile he carefully guarding his own safety, being so cowardly that he had not slept outside the fort for a single night during his residence.

He therefore, as a plan by which he could in a measure relieve himself of responsibility, summoned all heads of families to a meeting at the fort. At this meeting, which was held August 29, 1641, there assembled men from Manhattan, Pavonia, Staten Island and Long Island, who elected twelve men to represent what they called the *"Gemeende* (or Commonalty) of New Amsterdam." This action is important because it begins the history of representative government in what is now New York City with the adjacent Jersey side as an integral part of it. The men chosen were: David Pietersen de Vries; Jacques Bentyn (who had served on Van Twiller's council); Jan Jansen Damen (or Dam), stepfather of Jan Vinje, the first white child born in Manhattan; Hendrick Jansen, a tailor; Maryn Adriaensen, who had previously been master tobacco inspector for several years at Rensselaerswyck; Abram Pietersen Molenaar; Frederik Lubbertsen, a seaman; Jochem Pietersen Kuyter; Gerrit Dircksen; Joris Rapelje; Abram Planck; and Jacob Stoffelsen, who had served as overseer of negroes and commissary for the company. This body, thereafter known as the Twelve Men, organized by choosing Captain De Vries as president.

As soon as they had organized Kieft laid before them the matter of the murder of Swits, and asking whether it should be avenged by declaring war on the Indians. De Vries argued the impolicy of war at that time. He called attention to the fact that the Dutch settlement was sparse and widely scattered, that the settlers had cattle running at pasture in the woods, and farms which were unprotected; that there was nothing to be gained from a war with the Indians, and that Kieft's policies were the cause of his people being murdered at the colony which he (De Vries) had started, in 1640, on Staten Island. Furthermore, he contended, the West India Company had enjoined its colonists to keep peace with the Indians. Kieft would not listen to counsels of peace, but the Twelve Men persisted that he should make two or three attempts to secure the surrender of the murderer peacefully before they would consent to a declaration of war. Finally, in January, 1642, they consented to an attack on the Weckquaesgecks, if the governor would accompany the expedition to prevent disorder. Then the Twelve Men took up other discussions, demanding as a safeguard against autocracy that the Governor's Council should be increased to at least five persons, of whom four should be members of the Twelve Men; and pointing out that even the smallest village had its elective board of not less than five *schepens;* and also advocated that as in Holland, two of the councilors should retire annually in accordance with the established custom of the Fatherland for securing rotation in office. They also demanded a proper organization of the militia, and named several commercial regulations which they deemed requisite to the welfare of the Commonalty of New Amsterdam. Then Kieft, while expressing mild approval

of some of their proposals (none of which he carried out), showed that he had organized the Twelve Men merely for his own convenience; for he told them that they had only been elected by the Commonalty to advise with him in regard to the murder of Swits. In February he notified the Twelve Men that they must not meet or call any kind of assemblage of the people except at his command. In the matter of the Swits murder he waited until March, when he sent Ensign Van Dyck with eighty men to attack the Weckquaesgecks. Kieft did not go along as advised by the Twelve Men, and the expedition did not reach the Indian village, because the guide lost his way. The eighty men, however, made such a trail that the Indians, coming across it were dismayed and sued for peace, and in the house of Jonas Bronck they made a treaty of peace with the white men. They promised to deliver up the assassin of Swits, and although they never fulfilled that part of the pact, there was peace until the next year.

As the result of the liberalizing of the charter of New Netherland by the West India Company not only many Hollanders, but also people of other nationalities were induced to become settlers in and around New Amsterdam. Father Jogues, the first Jesuit missionary sent from Canada to the Iroquois, who was in New Amsterdam during the administration of Governor Kieft, said that eighteen languages were spoken there, the inhabitants including Dutchmen, Flemings, Walloons, Frenchmen, Danes, Norwegians, Swedes, English, Scotch, Irish, Germans, Poles, Bohemians, Portuguese and Italians.

The English who came to New Netherland largely came from New England, especially Massachusetts, where the Puritans had no tolerance for any religion except their own. Some of the so-called unorthodox had gone to Rhode Island, led by Roger Williams, in 1638. Thence also went Anne Hutchinson and her husband; and she, after her husband's death, became fearful that Massachusetts or Plymouth would absorb Rhode Island, and moved with her household into the tolerant territory of the Dutch. Several others, under ban as Anabaptists or Antinomians in New England, also came. Mrs. Hutchinson settled a place north of Bronck's, at a point then known as Annie's Neck, now Pelham Neck in Pelham Bay Park; Rev. Mr. Throgmorton (or Throckmorton) with thirty-five families of Anabaptist refugees from Salem, Mass., received a plantation (part of the present town of Westchester) just below Mrs. Hutchinson and northeast from Bronck's land, from which the Throgmorton tract was separated by a plantation settled by Thomas Cornell, whose descendants have borne an important place in New York history, including Alonzo B. Cornell, governor from 1880 to 1882, and Ezra Cornell, founder of Cornell University.

Even more of the English settlers made homes on Long Island. Rev. Francis Doughty, with associates, received a large grant at Mespat (now

Newtown, L. I.). Lady Deborah Moody, who had fled from England to Massachusetts, and had been a prominent member of the Church at Salem, was admonished by the Church for expressing doubts as to the validity of infant baptism; and later, being excommunicated for these views, left Massachusetts, and with a party of friends came to New Netherland, settling on the site of the present town of Gravesend. John Underhill, who also came to New Amsterdam to escape from the rigorous church discipline, was a valuable acquisition, because he had done efficient service as an officer in the Pequot War and other expeditions against the Indians.

Another English resident of New Amsterdam was Isaac Allerton, who had been one of the passengers on the Mayflower, had served as assistant governor at Plymouth, and engaged as a merchant, owning a large fleet of fishing boats, and founding the town of Marblehead. Commercial losses caused him to remove to New Amsterdam, where he was for ten years engaged as consignee of English vessels that traded in this port, and engaged in the tobacco trade. He had a warehouse near the present site of Fulton Market.

Indian troubles broke out again in January, 1643, when a Hackingsack Indian, having primed himself with liquor, shot and killed a Dutch colonist who was thatching a barn at Van der Horst's plantation, near the Hackingsack and North Rivers. The sachems of his tribe went to Fort Amsterdam and offered to make a liberal payment of blood-money, but Kieft refused it, saying the matter could only be settled by surrender of the murderer at the fort. The chiefs answered that he had absconded and gone to the Tankitekes, and it was beyond their power to deliver him; and further, blamed the whole trouble on the selling of liquor to the Indians by the Hollanders. Kieft at once made a demand upon the chief of the Tankitekes to deliver up the murderer, but the answer was a jeering one.

Not long after, the River Indian tribes were invaded by the Iroquois; about eighty or ninety of whom came down the river, each with a gun on his shoulder, to demand tribute from the Weckquaesgecks of the Westchester region and of the other Indians who lived around Captain De Vries' bouwerie at Tappaen. These Indians, less warlike and not nearly so well armed as the invaders, were greatly alarmed, and four or five hundred of them, having great confidence in Captain De Vries, who had been uniformly kind and upright in his dealings with them, fled to his bouwerie, where there were only five white men, while others took refuge in New Amsterdam and were kindly received by the people. De Vries asked Kieft for a guard of soldiers, but was refused. After about two weeks some fresh alarm scattered the Indians, some of whom went to Pavonia across North River and others to Corlaer's Hook, in the northeast corner of Manhattan on the East River.

On February 24, 1643, Captain De Vries was sitting at table with the governor, when Kieft told him that he had a mind to "wipe the mouths" of the Indian fugitives. It appeared that Secretary Van Tienhoven had drawn, and Damen, Andriaensen and Planck of the Twelve Men, had signed a document (ostensibly the work of the Twelve) asking Kieft to begin the work of retaliation against the Indians. De Vries protested that the three members of the board who had signed this document were not authorized to speak for the Twelve, which board Kieft himself had dissolved a full year before. But although De Vries pressed the matter strongly, and though Councilor La Montagne and Domine Bogardus were equally urgent, Kieft was bent on war. He sent one of his sergeants with a troop of soldiers from the fort with orders to destroy the Indians at Pavonia, and ordered Maryn Adriaensen with a band of volunteers to go to Corlaer's Hook and attack the refugees assembled there. The soldiers, who went to Pavonia in the dead of night of February 25-26, massacred eighty Indians as they roused them from sleep, took infants from their mothers, hacking them to pieces and throwing them into the river, and doing their work in the most brutal fashion; and the same scenes were enacted on Corlaer's plantation, where is now a park, Adriaensen's men killing forty Indians. When the soldiers returned from Pavonia Kieft greeted them cordially, thanking them for their work. Some of the settlers on Long Island asked leave to attack the Indians of that region, who had always been friendly, and though Kieft gave orders not to molest those Indians without provocation, parties of lawless Dutch and English took advantage of the conditions and went on a tour of pillage of the wigwams which the Indians had left at Pavonia, and also of the farms of the friendly Long Island Indians.

MASSACRE OF INDIANS AT PAVONIA

All these acts coming together so infuriated the red men that eleven tribes, including River Indians and some of those on Long Island united in a retaliatory campaign of open war. Settlers through all the region from the Raritan River north to the Housatonic were killed, their houses burned,

their farms devastated, and their women and children carried off into the forest. Some, warned in time, deserted their farms and flocked into the fort at New Amsterdam, where Governor Kieft had remained all the time in safety.

De Vries was in his house at Tappaen when the Indians destroyed things about his plantation, but his house was spared and the lives of himself and the farmers who had taken refuge with him, because of the pleas to "spare the good chief" from a brave whose life De Vries had saved on a former occasion. Fortunately the Mohegans and the Mohawk had not risen, and there was no trouble at Fort Orange and Rensselaerswyck.

Kieft, who had raised all the trouble, became panic-stricken at the turn affairs had taken, and proclaimed a day of fasting and prayer. He called the settlers together and hired them to serve as soldiers for two months. Feeling ran high against him and the citizens threatened to depose him and send him back to Holland. He, to shield himself, tried to charge the responsibility upon those who had advised him in the name of the Commonalty. When this came to the ears of Maryn Adriaensen, whose plantation had been laid waste by the savages, his rage was intense. He rushed into the presence of the governor, pistol in hand, denouncing him for lying accusations, but was disarmed by the governor's guard and taken to the prison. Two of Andriaensen's men, hearing of his arrest, made their way to the fort, and one of them shot at Kieft, missing him, and was immediately shot by a soldier. His head was set upon the gallows as a warning to the people. A delegation of about thirty men came to demand Adriaensen's release, but Kieft said he should be tried by a court of reputable citizens. He, however, sent Adriaensen to Holland, to be tried by the authorities there. De Vries semed to be about the only cool person in New Amsterdam at this period. Through his efforts, scarcely aided from any quarter, official or unofficial, first the Long Island Indians, and then the Westchester tribes, the Hackingsacks and the Tappaen Indians were led to desist from further ravages, and to sign a treaty of peace in 1643.

A month or so after this a friendly chief went to warn De Vries of impending trouble, saying that the young men of his tribe wanted to make war against the Dutch, and that there were so many of that mind that he, the chief, feared his power would not prove sufficient to restrain them, though he promised his best efforts to do so. But in August, 1643, an attack was instigated by Pacham, chief of the Tankitekes, and participated in by that tribe and the Wappingers, upon some boats bringing beaver skins from Fort Orange; and in that attack twelve Dutchmen were killed. Kieft, not daring to depend on his own initiative, asked the Commonalty for advice, and they gathered in convention and elected a board of eight men. Of these only two, Jan Jansen Damen and Joachim Pietersen Kuyter, had been members of

the Twelve Men of 1641. The others were Gerrit Wolfertsen, Cornelis Melyn, Barent Dircksen, Abraham Pietersen, and the two English tobacco-planters, Thomas Hall and Isaac Allerton. Because he had signed the fraudulent petition in the name of the Twelve Men, the other seven expelled Damen from the board and put in his place Jan Evertsen Bout of Pavonia. Having completed their organization the Eight Men declared in favor of peace with the Long Island tribes, but declared war again the River Indians. With Kieft's coöperation they organized a regular militia establishment, arming and drilling the Dutch colonists, and employing as soldiers more than fifty of the English settlers, who had become so dissatisfied with the way affairs had turned out that they threatened to leave the province. Joachim Pietersen Kuyter was put in command of the Dutch forces, and through Isaac Allerton, John Underhill, who had commanded in the Pequot War, was induced to come from Stamford to head the English contingent. Before these arrangements had been completed, however, the Weckquaesgecks had raided the settlement beyond the Harlem, murdered Anne Hutchinson and her household of sixteen persons, sparing only her little daughter, and also slaying some of the settlers on Throgmorton's and Cornell's plantations.

The Navesinks, the Raritans and the Hackingsacks destroyed plantations west of North River, and killed those in charge of Stoffelsen's plantation at Pavonia; and several of the Long Island tribes attacked the settlements at Gravesend and Mespat. The former was successfully defended by Lady Deborah Moody's party of colonists, but Francis Doughty fled with his people to New Amsterdam, where he gathered a congregation of his compatriots, being the first English clergyman who officiated on Manhattan Island.

Seven tribes combined for an attack on New Amsterdam, and straggling parties of Indians attacked all but a few bouweries down to Kalck Hoek Pond, murdering many of the settlers. People flocked into Fort Amsterdam and there was much privation and suffering. The Eight Men, to relieve the situation, advised Kieft to take the cargoes and use the crews of two company ships about to sail for Curaçoa loaded with wheat, but he declined to do so; but another recommendation of the Eight Men, that he should hire a hundred and fifty soldiers in New England and draw a bill on the company for their pay, met with more consideration, and Underhill and Allerton were sent to New Haven to arrange the matter. The offer, however, was declined. De Vries, who had been a greater power for good than any other colonist, risked his life once more by going alone to the River Indians to redeem the child of a friend. He felt disheartened over the fact that the situation was such that he could not help the colony, while his own properties had been ruined and wrecked by consecutive raids. He decided to leave the country, going first in September, 1643, to Virginia and thence to Holland. But before he left he

told Wilhelm Kieft that vengeance for the murders he had so wantonly committed would yet be visited on his head. He never returned to America.

Soon after the departure of De Vries the Eight Men sent a memorial to the West India Company and to the States-General, in which the destitute and defenseless condition of the colony is set forth in urgent appeal and stating that if assistance should not arrive they would be compelled to betake themselves "to the English of the East." The town was under martial law, but the force available for the suppression of domestic disorder was not sufficient, and stealing of cattle and other property went on constantly. Vigorous measures were taken against the Indians under the general direction of Councilor La Montagne, who led an expedition to Staten Island and returned with a good supply of corn; and in November he took a force against the Carnarsee Indians, consisting of regulars under Sergeant Cox (as Ensign Van Dyck was nursing a wound in the garrison), of settlers under Joachim Pietersen Kuyter, and English under Underwood. Two of the Carnarsee villages (one at Mespat) and one hundred and twenty savages were slain.

No relief came from Holland for the colony, but a ship arrived which was bound for Rensselaerswyck, and a forced levy was made on its cargo, which proved to include shoes and clothing; and guns and ammunition which were not on the ship's manifest were also found and promptly confiscated for the use of the troops. In January a party under Lieutenant Baxter and Sergeant Cox, destroyed two forts of the Weckquaesgecks, and in February, 1644, Captain Underhill and Ensign Van Dyck went on an expedition against the Connecticut Indians with a force of about one hundred and fifty men, which turned out to be the most important of the war. They landed at Greenwich from three yachts, and after a march through the deep snow over a rocky and difficult way, they came at night upon an Indian fort, which they attacked by moonlight, burning it and killing nearly all its occupants—men, women and children, variously estimated at from five hundred to six hundred. Only eight of the Indians escaped, and not a white man was killed and only fifteen injured. On their return to Fort Amsterdam the victors were received with rejoicing, and the director issued a proclamation of thanksgiving.

The effect of this victory was to cause several of the tribes to make overtures for peace, and with these a treaty was concluded in March, 1644; but there were still parties of Indians who made occasional raids on the island, even in the vicinity of the fort, so a palisade fence was built across the island, nearly corresponding in line with the present Wall Street, in order to keep the remaining cattle from the hands of the savage marauders. Kieft laid an excise duty on liquors and beaver skins to raise revenues; a measure which was very unpopular, as such imposts always are in a bibulous community such as New Amsterdam certainly was in those days.

In June, 1644, a substantial addition was made to the population of New Amsterdam. Kieft had previously sent a call for aid to General Pieter Stuyvesant, governor of the island of Curaçoa. Soon after, there had come to that island nearly two hundred Dutch settlers and soldiers from Brazil, whence they had been driven by the Portuguese. As Director Stuyvesant had at that time as much as he could do to care for his own people, he sent about one hundred and thirty of them on to New Amsterdam. Upon their arrival, on the ship Blue Cock, commanded by Captain Jan de Vries, Kieft decided to honorably discharge the English troops, and to put the Dutch soldiers, about eighty in number, who had come from Curaçoa, into service, billetting them upon the inhabitants of New Amsterdam, and putting the expense of clothing them upon the revenue from the excise.

Kieft and the Eight Men were now on decidedly hostile terms. The latter had acceded, under protest, as a temporary expedient, to the excise, but in August, Kieft continued the excise by edict, without asking consent of the Eight Men; who, with the settlers in general, were loud against the tax, especially those of two guilders per half barrel on beer, two stivers per quart on French wine and four stivers per quart on Spanish wine and brandy. The brewers refused to pay the tax, saying that if they did they would incur the displeasure of the Eight Men and the community. Whereupon Kieft summoned them to his court, gave judgment against them, and gave their beer to the soldiers. The Eight Men, because of the reinforcements from Curaçoa, were in favor of vigorous measures against the Indians who were still hostile, but Kieft did nothing. In August, 1644, Cornelis Melyn addressed a petition to the States-General setting forth the deplorable state of affairs, and in October the entire Eight Men sent another memorial (written by Andries Hudde, the land surveyor) addressed to the Amsterdam Chamber, which at length discoursed upon all the grievances of the colony, which they laid to Kieft who had not only caused the war and was now permitting it to continue without a move against the savages; they charged him with unlawful taxation, tyranny and autocracy, and declared that he had not called their board of Eight Men together for more than six months, notwithstanding the dangerous straits of the colony. They asked the company to depose Kieft and send a new governor, and to establish a village government in New Amsterdam and other villages that might be established upon the plan and pattern of those in the Fatherland. The Eight signed the memorial.

Before this document was received the company, which had heard from Captain De Vries, from Father Jogues and others about the doings of Kieft, and was especially exercised because its revenues from New Netherland had practically ceased, sent some emphatic messages of reproof and warning, and he was sufficiently impressed to inaugurate measures for the settlement of the

trouble with the Indians. Seed-time was approaching, and Indians as well as whites desired to have opportunity to make their crops. In April, 1645, the neighboring tribes made a peace pact.

Up to that time, on the authority of the memorial of the Eight Men, Kieft had never but once or twice left the neighborhood of the fort, and had then only gone about half way up Manhattan Island. Following the agreement of local peace, however, he went up the river with La Montagne to Fort Orange, where he met representatives of the Mohawks and the Mohegans, who agreed to treaties of peace with the white men, and the Mohawks promised to induce the River tribes, of whom they were overlords, to do the same. Kieft returned to Manhattan and on August 25, 1645, seven sachems appeared at the fort to represent the hostile tribes, and Mohawk ambassadors came as witnesses of the assent of the Iroquois Confederacy. The seven sachems signed for the Indians, and for the white men, Director Kieft, Councilor La Montagne, and Van der Huygens, the schout-fiscal, also the new board of Eight Men, now composed equally of Netherlanders (Stoffelsen, Bout, Gisbert Op Dyck, and Oloff Stevensen), and of Englishmen (Underhill, Baxter, Rev. Francis Doughty and Richard Smith). Under the treaty bygones were to be bygones, and all future aggressions, on either side, were not to be individually avenged, but should be referred to the respective rulers; and other stipulations calculated to preserve the peace. Among the stipulations was that the little daughter of Mrs. Anne Hutchinson, who had been among the Indians since the massacre, should be delivered at the fort, and a ransom should be paid for her. This stipulation was promptly carried out and the child was sent to Boston.

Following the treaty the bouweries and plantations were again put in cultivation and in September the director bought from the Indians a large tract of land on Long Island stretching from "Coneyn Island" to Gowanus. A new English colony established itself at Vlissingen (Flushing), the patent running in the names of Thomas Farrington, John Townsend, John Lawrence and others. In February, 1646, Adriaen van der Donck, who had been schout-fiscal at Rennselaerswyck, came to New Amsterdam and secured a patroonship on the Hudson River from Spuyten Duyvel Creek northward. This grant was confirmed by the States-General and the resulting colony was called Donck's Colony. It became known in common speech as the *"der Jonkheer's"* land, Jonkheer being an inferior title, a little higher than *"heer"* or Mr., and about equivalent to the German *Freiherr*. This designation has been transmuted by evolution into the present name of Yonkers.

The West India Company, loaded with complaints from New Netherland, could ignore them no longer; so they referred all the papers to a Board of Accounts, whose report condemned Director Kieft, recommended that Lub-

bertus van Dincklagen, former schout-fiscal of New Netherland under Wouter van Twiller, should be appointed governor; and recommending various reforms in the government, favoring the introduction of a large number of negro slaves, and other changes.

The company chose Pieter Stuyvesant, who had been governor of Curaçoa, as successor to Governor Kieft, and consoled Lubbertus van Dincklagen, whom the Board of Accounts had recommended, by appointment as vice director, and appointed Henry van Dyck to be schout-fiscal in place of Van Huyghens. Stuyvesant was commissioned in May, 1645, but the instructions given him then were revised in July, when, on Stuyvesant's recommendation, the Dutch West Indies were joined to New Netherland; and so many questions came up that it was the spring of 1647 before Stuyvesant reached his post. Kieft, notified of the changes, devoted himself first to realizing as much as possible from his extensive properties, and second to making things as unpleasant as possible for his enemies; who for their part, knowing that his tenure was nearing its close, were more outspoken than ever regarding the governor.

SEAL OF NEW NETHERLAND
1623-1664

Domine Bogardus, who had been the minister at Fort Amsterdam ever since his arrival with Governor Van Twiller in April, 1633, was one of the most vigorous of the opponents and accusers of Governor Kieft. After Kieft became governor, in 1637, Captain De Vries had insisted that a church should be built as a more appropriate place of worship than the loft over the horsemill, and the governor acceded to the idea. Domine Bogardus had a daughter married in 1642, and after the ceremony several rounds of drink were served, the guests, of whom there were many, becoming quite hilarious. The subject of the need of a church came up and Governor Kieft promised a thousand guilders for the company. Captain De Vries subscribed a hundred guilders, and the governor, seeing that the time was propitious, took up subscriptions for the structure, which were very liberal. Many of the subscribers wanted to dodge or decrease them afterward, but Kieft made them pay, and the church was built in the fort and occupied, although not finished. After the Pavonia massacre, in 1643, he had denounced the governor's conduct as murderous, and there had been little intercourse between them. Kieft never attended church and La Montagne, Van Tienhoven, and Oloff Stevensen, who had been the governor's friends and advisers, as well as Van Huy-

ghens, the schout-fiscal, were as godless as Kieft. To spite the Domine, Kieft incited soldiers to drum and shout outside the church during service, and finally determined to prosecute him. He charged the Domine with having scattered unchristian abuse and slander against Van Twiller, and since then against many others; that he was given to too much wine, that he had supported the would-be assassin, Maryn Andriaensen, and had generally aided in stirring up mutiny and rebellion and showing contempt and derision of the governor. Kieft, however, was persuaded to drop the prosecution of Bogardus; and turned to the harrying of other enemies, among whom Cornelis Melyn and Jochem Pietersen Kuyter, who had declared him responsible for the destruction of their farms, were special objects of his ill will.

CHAPTER SEVEN

GENERAL PIETER STUYVESANT BECOMES GOVERNOR OF NEW NETHERLAND AND MAINTAINS AUTOCRATIC RULE

Pieter Stuyvesant, or to use the Latinized form generally signed to his official papers, Petrus Stuyvesant, was the son of Rev. Balthazar Stuyvesant, a clergyman in Friesland, where he was born in 1592. He received a college education, then entered the army, serving during the Thirty Years' War in Europe. He afterward fought for the Dutch West India Company in Brazil and was later appointed governor of Curaçoa. While serving there he attacked, without success, the Portuguese fort on the Island of St. Martin, the first Portuguese cannon-shot from the fort taking off one of his legs, which one, history does not record. When he came to New Amsterdam he had a silver-trimmed wooden limb in place of that which he had lost. His wife was with him, for he had married, a short time before, Judith Bayard, daughter of a Protestant clergyman. His wife had a brother, Samuel Bayard, who had married Pieter Stuyvesant's sister Anna, and afterward died. The widow accompanied Pieter Stuyvesant to New Amsterdam with her children, Balthazar, Peter and Nicholas. who were the progenitors of all the American Bayards.

Besides these members of his family, there embarked on the Princess the new vice director, Dr. Lubbertus van Dincklagen, Hendrick van Dyck, the schout-fiscal, and others, one of whom was William Beekman, who was progenitor of the well-known New York family of that name. Accompanying the Princess were the ships Great Gerrit, the Zwol and the Raet, and this little fleet of four vessels captured a Spanish prize on the way. The governor stopped at Curaçoa on the way, and did not arrive at New Amsterdam until May 27, 1647.

The new governor was of a character very much different from his predecessor. His private life was reputable, his habits sober, and he wanted to be just, but he was a thorough autocrat; a martinet in discipline, stubborn, opinionated and irascible. He had an exalted opinion of the respect due to those in authority, especially himself, and on the voyage out he had already fallen out with Hendrick van Dyck. When he arrived, the last of the powder in the fort was used in firing off a salute in his honor, but when he landed he treated the inhabitants with much pomposity, and as a later complaint of him said he kept some of the principal burghers "standing bareheaded for hours while he remained covered as though he had been the Czar of Muscovy."

When Stuyvesant arrived the people assembled, and Wilhelm Kieft resigned the government into the hands of his successor, and made a speech in which he thanked the people for their loyalty; but in reply, instead of words of gratitude or appreciation, some of his auditors, among whom were Jochem Pietersen Kuyter and Cornelis Melyn, told him they had no cause to thank him. Stuyvesant promised to be a father to New Netherland, and to do equal justice to all.

Stuyvesant's first moves were very displeasing to the people. If it were possible, Cornelis van Tienhoven was more unpopular than Kieft, yet Stuyvesant reappointed Van Tienhoven as secretary, and George Baxter, who had been English secretary for Kieft, was chosen to serve Stuyvesant in the same capacity. He appointed to the council La Montagne, who had been

OLD NEW YORK, 1659

A—the fort. B—the church. C—the wind-mill. D—the flag, which is hoisted when vessels arrive in port. E—the prison. F—the house of the general. G—the place of execution. H—the place of expose or pillory

Kieft's unfaltering backer in all things; Brian Newton, an English soldier, who had been connected with Stuyvesant in the West Indies and had come out with him on the Princess to be chief military officer of New Netherland; and Paulus Leendertsen van der Grist, who had come out as officer of the port; and occasionally Adriaen Keyser, who had come out with Stuyvesant as chief commissary, was invited to the council board. None of these were acceptable to the populace, and particularly was this the case with those who had been the tools of Wilhelm Kieft. Another of that coterie was Jan Jansen Dam, who had signed the fraudulent petition which Kieft had used to justify the Indian massacre, who was appointed one of the new churchwardens.

Domine Bogardus, who wanted to go to Holland to tell his side of the disputes which had arisen and to endeavor to satisfy the Classis, resigned

from his pastorate and was succeeded by Domine Backerus, who had been at Curaçoa, but had been brought to New Netherland by Stuyvesant. Domine Backerus was very loath to accept the appointment, because he, too, wanted to go back to Holland. He was not much impressed with his congregation, which numbered one hundred and seventy members who, he said, in his report to the Classis of Amsterdam, were "nearly all very ignorant in religious matters, and much given to drink, to which they are led by the seventeen tap-houses here." This reverend critic is supported by much contemporary testimony as to the bibulous tendencies of New Amsterdam.

Governor Stuyvesant made stringent laws against the sale of intoxicants after nine o'clock on week days, and before two o'clock on Sundays. If there was an afternoon sermon the tap-room might not open until four. He also made stronger the law against the selling of liquors to the Indians; issued an order for the fencing of all farms; made regulations for the fur trade and harbor regulations to prevent smuggling; and he placed an excise on wines and liquors in order to raise money to complete the church and for other public purposes.

Wilhelm Kieft, from the moment of his successor's arrival, had busied himself in the endeavor to curry favor with Stuyvesant, and in this effort was supremely successful. Melyn and Kuyter, in order to secure evidence to back up a complaint which they were preparing for use in Holland, petitioned Stuyvesant that the chief officials of Kieft's government should be examined in regard to its conduct, and particularly in relation to the Indian war. Stuyvesant received the petition with disdain, declaring that he had received no instructions to inquire into his predecessor's acts and advising his council that it was treason to petition against magistrates, without regard to the truth of the charges brought. So Kieft made charges against Kuyter and Melyn, and although they put up a strong defense, they were convicted, fined and banished, Melyn for seven years and Kuyter for three years; the vote of the council thus modifying the wish of Stuyvesant to put Melyn to death and confiscate his estate. Melyn declared he would appeal to the States-General; upon which Stuyvesant became much enraged. As they did not depart on the first vessel as ordered, they were sent as prisoners on the Princess, which left for Holland in August, 1647. On the same ship, as chief passenger, was Wilhelm Kieft, the retiring governor, who carried with him a large fortune acquired in various ways, but chiefly from the profits of his still on Staten Island; Domine Bogardus, Van der Huyghens, the former schout-fiscal, and various others of the company's servants whose terms had expired; some returning settlers and the crew, making one hundred and twenty persons in all. There was also a rich cargo, estimated at four hundred thousand guilders.

The ship was navigated with great carelessness, for instead of steering south of Land's End a course was made up the Bristol Channel, in which the ship struck on a rock near Swansea, and eighty-one persons perished, among whom were Kieft, Bogardus, Van der Huygens, and others, including a son of Cornelis Melyn. Melyn himself, Kuyter and others were saved after struggling in the sea, and after they landed, Melyn and Kuyter spent three days searching and dragging near the beach; they recovered a few of their papers from the sea. By their aid a suspension of the unjust sentence against Melyn and Kuyter was secured, although the matter dragged along wearily. The death of Kieft and Bogardus brought about a summary disposal of the charges and countercharges that had been filed with the company; which, however, in August, 1648, sent to Stuyvesant a communication which ascribed to the people of New Amsterdam the stigma of being "very wild and loose in their morals," and charged the trouble of the colony to the weakness of Kieft and neglect of duty by Domine Bogardus.

After Kieft's departure, Stuyvesant set to work in the endeavor to make financial and other arrangements. Money was needed to repair the fort, to finish the church, build a schoolhouse, and for many other purposes. He sent two company vessels on a privateering cruise to the West Indies, but realized that most of the income of the province must come from its inhabitants. His councilors advised him that to secure money from the people he must give them a share in the government. Stuyvesant therefore ordered an election, in which the people should choose a board of eighteen representatives. They chose the required number, out of whom the governor selected nine; three to represent the merchants, three the farmers, and three burghers who were neither merchants nor farmers. The nine were all Netherlanders but two, and the merchants were Govert Lockermans, Arnoldus van Hardenbergh, and Augustine Herrman (Bohemian); the farmers, Machiel Jansen, Jan Evertsen Bout, and Thomas Hall (English); while the burghers were Jacobus Wolfertsen van Couwenhoven, Jansen Damen, and Hendrick Hendricksen Kip.

Stuyvesant had no use for a curb on his authority; and in constituting it and defining its powers he placed all possible limitations on the Board of Nine Men. The nine were subdivided into three groups, each consisting of one man from each of the three classes. These groups, in order, were appointed to attend, in rotation, the weekly sessions of the court, and to act as arbitrators in such civil cases as might be referred to them. They were to meet as a body only when legally convened, and then only to discuss and advise such matters as the governor might bring before them; and the governor himself or some one deputed by him was to preside over their meetings. They could hold office until the governor repealed their charter.

In the room where David Provoost conducted his school the Nine Men met in session. Director Stuyvesant was unable to be present because there was at that time an epidemic of influenza (probably of the species which we moderns have named lagrippe), which raged all over New Netherland and New England. The governor had laid certain subjects before the board for consideration, with recommendations. They declined the request for aid in repairing the fort, because, they said, the company had agreed to defend the colonists and the cost of such defence should come from the customs duties, the tolls of the company's gristmill, and the excise duties which had been imposed by the governor. The completion of the church building and the needs of the public school, however, were different matters, for which they were willing to raise part of the cost. They appointed a vendue master to take charge of all public sales, and fire wardens, to whom was given the oversight of all the buildings between the fort and Kalck Hoek Pond; and Adriaen Keyser, commissary for the company, Thomas Hall, Martin Cregier and Joris Wolsey, were appointed as the first members of the fire department of Manhattan, their terms beginning in January, 1648. Ordinances were passed requiring that there should be two church services every Sunday; that owners of town lots who would not improve them should be forced to sell them to those who would; brewers should not retail beer, nor tapsters brew it, and a strict license system was established.

Trouble was brewing with the English. The border was not defined and while there was plenty of recognition of Stuyvesant as a *de facto* governor, there was a claim that would not down: that England had a right to a part or the whole of the territory of New Netherland. An English patent to Lord Stirling had for years been made the basis of a British claim to ownership of Long Island; and in 1648, a Scotchman named Forrester appeared with credentials from Lord Stirling's widow, claiming to be governor of Long Island and of all islands within five miles of it, and demanding that Stuyvesant should show him his commission. The governor arrested him and sent him, on the first ship, to Holland.

Correspondence was constantly going on between Stuyvesant and Governor Eaton of New Haven. Three runaway servants of the West India Company took refuge in New Haven, and the demand of Stuyvesant that they should be surrendered to him was denied. Stuyvesant retaliated by a decree that all refugees from New England, "bond or free," should be sheltered in Manhattan, an order which greatly displeased the burghers, who did not want Manhattan to become a refuge for runaways and outlaws. Other bones of contention were connected with the strict harbor regulations enforced at New Amsterdam. These and other subjects were aired in sharp letters between the heads of the two colonies.

At home complaints were made that Stuyvesant failed to impartially enforce the laws against smuggling, and against the heavy tariff exactions, amounting to thirty per cent., ad valorem. His endeavor to collect tithes from farmers who had occupied their lands for ten years was another unpopular move. It is true that this was according to contract, but Kieft's wars had so desolated the province that the people could ill afford to meet the impost. As to this particular debt, the governor agreed to a postponement, but declared that he was bound to obey the company's orders. Several things arose in which the desire of the company to exact profits from the province ran counter to the people's ideas of what was due them, and the Nine Men suggested a desire to appeal on these questions directly to the States-General without reference to the company. Stuyvesant intimated approval of the plan, but thought he should direct its execution.

There were in 1649 three new members of the Board of Nine Men, Adriaen van der Donck, Oloff Stevensen and Elbert Elbertsen having succeeded Damen, Bout and Thomas Hall on the board. They asked permission of the governor to secure from the Commonalty an expression about sending a delegation to The Hague; but Stuyvesant contended that all communications to the government should be sent through him. The Nine Men, however, informed him that they believed it would be prejudicial to the interests of the province to appeal through him, but promised him copies of such documents as should be prepared. Stuyvesant forbade them to call any public meeting; so the board instructed Van der Donck, who was president, to take the views of constituents, and keep a private record from which any statement could be prepared. Machiel Jansen, who was a member of the board, and at whose house Van der Donck boarded, together with Thomas Hall, an English ex-member of the Nine Men, informed Governor Stuyvesant of what was being done. The governor was furious; went to Jansen's house and made a search of Van der Donck's room, where he found and confiscated a rough draft of the information he had collected; had Van der Donck arrested and jailed on a charge of *lesè majesté,* arrested Augustine Herrman, another one of the Nine Men, issued, as his predecessor Kieft had done, an order that no documents should be legal unless prepared by Secretary Van Tienhoven; and at the same time notified Domine Backerus that nothing should be read or announced from the pulpit in regard to public affairs except by definite authority of the governor. He soon after called together the officers of the Burgher Guard, the organization of which was still intact, although Stuyvesant had failed to comply with the company's orders to muster the guard at regular times. To them he declared his intention of calling two deputies from each of the settlements, including the English towns on Long Island, to consider the sending of a deputation to Holland in the interest of the province.

Soon after the arrest of the president of the Nine Men, Van Dincklagen, the vice director, made a protest against the action that had been taken without his concurrence in the matter, and secured the release of Van der Donck on bail, though the governor deposed him from office and declared he should not sit with the Nine Men until he had either recanted or proved certain statements contained in the documents which had been found in his room.

Several occurrences about this time had a bad effect on the popularity of the governor with the people of New Amsterdam. Not long before, he had convicted three men of trafficking in firearms, and had passed upon them a sentence of death; which was only commuted after many of the chief citizens had made earnest protest. A little later it was found that Stuyvesant had himself imported a small consignment of guns for the up-river Indians, and his explanation that the company had ordered this disposal of the arms did little to soften public criticism. The company had also advised Stuyvesant to maintain friendly relations with the traders of neighboring English colonies; but this did not prevent the charge of favoritism toward those traders, which the merchants and burghers of New Amsterdam brought against him. They also accused him of trying to monopolize the trade of New Amsterdam; as he owned stores and brewhouses, and was owner of interests in several ships. The feeling against him was intensified by the return from Holland of Cornelis Melyn.

Although the position which had been taken first by Kieft and afterward by Stuyvesant, that no appeals should lie from New Netherland to the States-General, had the backing of the West India Company, it failed in the case of Melyn and Kuyter. The States-General taking up this case after some delay, suspended the sentence of banishment which had been passed upon them by Stuyvesant, and issued a mandamus which, after stating the wrongs and losses which Kuyter and Melyn had suffered as the result of the war started by Governor Kieft, and various other matters, called upon Governor Stuyvesant and the members of his government to appear in person or by attorney to defend the sentence passed upon the appellants. At the same time the States-General gave Melyn and Kuyter a passport to return to New Netherland and there enjoy their liberty and property on the same footing as other citizens; and the Prince of Orange wrote a personal letter to Stuyvesant forbidding him to molest the two men, and gave the latter authority to serve the governor with the mandamus by any hand they might select. Melyn embarked for New Amsterdam and arrived there January 1, 1649. Kuyter remained in Holland. After Melyn's arrival Stuyvesant twice sent the secretary and schout-fiscal to demand all his papers; but Melyn gave them only his passport, saying that he would produce the others before the council in due course. Stuyvesant wanted to order Melyn to jail instanter, but Vice-Director Van

Dincklagen, who was an excellent lawyer, protested against such summary action. So Melyn was summoned to appear before the council the next morning, and then delivered the orders and despatches he had brought. Stuyvesant stated that he would obey the orders of the States-General, but declined to make a public statement exonerating Melyn; so the latter retained the mandamus for a time when it could be used more effectively.

On March 8, 1649, the governor having issued a call to the Commonalty, about three hundred men assembled in the church, where Stuyvesant had intended to have read to them his commission, which he claimed gave him sovereign power in New Netherland; even to the annulling or at least suspending the orders of the States-General. There Melyn gave the mandamus to Arnoldus van Hardenburgh and invited him to read it to the governor in the presence of the Commonalty. Stuyvesant, much enraged, seized the document with such violence that two of the seals were torn loose from the vellum document (which is now in the possession of the New York Historical Society). The governor afterward wrote to the States-General a letter of protest against this "mutinous and indecent" service. The meeting broke up in a row. In answer to the mandamus, Stuyvesant refused to go to Holland personally, but promised to send an attorney to appear in his behalf.

The tide of his unpopularity had risen so high that he could no longer prevent complaints being made to the home government. The Nine Men (including Van der Donck, the suspended president), and Bout and Thomas Hall, two former members of the board, signed each of the three documents which were sent forward. One was designated a "Petition to the States-General," to which was attached the second, entitled "Additional Observations;" while the other was entitled the "Remonstrance of New Netherland to the States-General of the United Netherland." The "Petition" and the "Remonstrance" are the work of Adriaen van der Donck, but the "Observations" is the work of a cruder and less able writer.

The Petition was a brief but clear statement of the reasons for dissatisfaction and the remedies asked by the Commonalty. The complaint was chiefly that the government was inappropriate and inadequate; its methods were harsh, and while it inflicted heavy burdens in taxation and restrictions on trade, it gave few privileges or exemptions. Long-continued war, the loss of the Princess, the prevalence of traders and peddlers. the lack of farmers and farm servants, and the scarcity of many things, together with the arrogance of the Indians since the strife with them began, had left the province in a very poor and most low condition. It asked for exemption from tithes and taxes until the population and prosperity of the country should be increased; for freedom of trade in the produce of the country; encouragement of the fisheries; free transportation of agricultural immigrants; and for a defi-

nite agreement with neighbor nations of the boundaries of the province; and as the chief demand they wished the States-General to do away with the company government, and the States-General to assume its ownership and control, giving New Netherland a suitable burgher government, approved by their High Mightinesses, but resembling as nearly as practical the excellent government of the Fatherland. The "Additional Observations" were an elaboration of the matters set forth in brief in the Petition.

The "Remonstrance" is a long document, and one of the most valuable ever written for the historical material as well as strength of its argument. From it come many of the details of the history of New Amsterdam previously given. It is caustic upon the despotic methods of the governor. Kieft had spent no money for public benefit except on the church and that had been willingly contributed by the people. Stuyvesant had finished the church and built a wooden wharf, both of which were good expenditures, but scarcely represented the 30,000 guilders annually taken from the people, the whole of which he had promised to expend for public works. Stuyvesant's claim to sovereignty, his arrogance, his tyranny, his activity in starting prosecutions, his bullying methods, and abusive language, came in for a severe scoring. Vice-Director Van Dincklagen had at times protested, but the director was so domineering and threatening that he let some things go without raising serious objection. Van Dyck, the schout-fiscal, had been excluded from the council, but there was little harm done, for hard drinking had made him irresponsible. Secretary Van Tienhoven is denounced much more strongly than even the governor; and while his great ability was admitted he is accused of lying, grossly dissolute living, and charged with having been the originator of the war, and the one to whose evil counsels many of the mistaken actions both of Kieft and Stuyvesant were due.

To carry these papers to Holland, Van der Donck, Van Couwenhoven and Bout were selected by the Nine Men, who gave them credentials to present to the States-General. Van Dincklagen wrote a letter saying that he had tried to dissuade the Commonalty from sending these envoys, but as they were going, he hoped they would secure an audience, that their intentions were good, and their knowledge of conditions in New Netherland was complete and accurate. Cornelis Melyn, who had been subjected to many annoyances, went with the envoys. Secretary Van Tienhoven was sent by Governor Stuyvesant to represent his side of the case; for the governor had been greatly stirred by the turn affairs had taken, and it was not safe to bear too high a hand, after the action already taken in the Melyn and Kuyter case. Domine Backerus, tired of New Amsterdam, and of disputes with Director Stuyvesant, went to Holland, and added his voice to those of the envoys of the Nine. Domine Megapolensis, formerly pastor at Rensse-

laerswyck, succeeded to the charge of the church in New Amsterdam. Wouter van Twiller, the former director, who was in Amsterdam as a trustee of the estate of Kiliaen van Rensselaer, was attacking the West India Company for its neglect of the interests of Rensselaerswyck.

Altogether the affairs of New Netherland occupied the centre of the stage in Amsterdam, where various tracts and pamphlets dealing with the matters in dispute were published. One of these, "Broad Advice to the United Netherland Provinces," or as it is commonly quoted, the Breeden Raedt, is a satire, bitter and biting, in which the West India Company and all its works are held up to scorn. The delegates from New Amsterdam prepared, in January, 1650, an abstract containing sixty-eight charges, briefed from the longer documents they had brought with them; and Van Tienhoven wrote a reply to this digest, on behalf of the company; the delegates also had printed another "Remonstrance," containing the substance of their case against the company, but differing in form from the official paper of the same name.

A committee of the States-General took up the matters brought to their attention by the New Amsterdam delegates, and after many conferences with the directors of the West India Company, submitted a scheme which they named a Provisional Order for the Government, Preservation and Population of New Netherland. It was in the nature of a compromise between the demands of the New Amsterdam delegates and the views of the company's directors, and so was not satisfactory, as a finality, to either party, least of all to the company, whose attitude was that it was entitled to make its own laws for its own province. The Provisional Order suggested a recall of Stuyvesant, provided for the introduction into New Amsterdam of burgher or municipal government by a schout, two burgomasters and five schepens; but continued the Nine Men in office for three years longer, and gave them jurisdiction over small civil cases and final jurisdiction of such as did not involve more than fifty guilders, but with right of appeal where the sum involved was larger. Bout and Van Couwenhoven, two of the people's envoys, returned with a copy of the Provisional Order, which much rejoiced the people of New Amsterdam; but on the same ship came directions from the company not to obey it, and Stuyvesant therefore refused to publish the document. He was thoroughly incensed and resentful toward the people of New Amsterdam, particularly the Nine Men, whom he slighted in the most humiliating ways, even taking their pew in the church for his own use. The Nine Men wrote to the committee of the States-General complaining of the disobedience of Stuyvesant to the orders of the home government, and the accentuation of the bad conditions about which they had complained, and expressing the hope that their High Mightinesses would redress the people's grievances and give them a good and wholesome government.

Van der Donck had remained in Holland to plead the popular cause, but Cornelis van Tienhoven, who had continued his licentious life in Holland and had trouble in the courts because of it, had returned to New Amsterdam, adding his counsels of evil to intensify the spirit of tyranny which had been aroused in Stuyvesant. Vice-Director Van Dincklagen and Van Dyck, the schout-fiscal, joined in a protest to Holland, hearing of which, Stuyvesant deposed Van Dincklagen from the council; and when that officer refused to retire, he was, on Stuyvesant's order, seized by the soldiers and dragged to the guardhouse. Van Dyck was removed from the council on a charge of drunkenness, and Van Tienhoven was given his place, thereby securing a seat in the council.

In fighting his battle in favor of autocracy and against the grant of any important governmental function to the people of New Amsterdam, Governor Stuyvesant had nearly all the Dutch inhabitants against him; but, on the other hand, the English settlers of Long Island, almost to a man, supported the governor. Coming from New England, the home of the town meeting, this attitude is scarcely explainable on the basis of principle; but, on the other hand, they had come from a foreign and almost hostile jurisdiction, and had on the basis of a mere oath of fealty to the Dutch and company governments been permitted to settle in selected spots and to establish their own local governments. They therefore had the rights for themselves which the burghers of New Amsterdam were trying to secure; and they curried favor with the director by supporting his side of the contention. The English were largely incited to this course by George Baxter, who was English secretary to Governor Stuyvesant, as he had been to Kieft, and had been a strong partisan of both of these directors in carrying out their policies. He was also schout (sheriff) in the local government of Gravesend, the town authorities of which had sent several letters to the company and to Stuyvesant supporting the policies of the governor of New Netherland.

The English in other towns of Long Island followed the lead of those in Gravesend, and in fact in all of New Netherland, Thomas Hall was the only Englishman who took active part in the opposition to the governor. The Provisional Order, therefore, had put Stuyvesant in the position that the States-General, from which he had received his commission, had recalled him; the West India Company, which paid his salary, had ordered him to stay where he was; the Dutch colonists were against him, except a few of his immediate hangers-on, and the only supporters he had outside of those few were those of another nationality.

As fortune would have it, matters so turned out that just at this time the authorities of the United Colonies sent him notice that they would agree to meet him in the conference he had so long desired, to settle the boundary lines

and other matters of dispute and friction between New England and New Netherland. To this conference Stuyvesant appointed his English secretary, George Baxter, and Thomas Willett, another Englishman who afterward became the first mayor of New York. They met the New England delegates, Simon Bradstreet of Massachusetts and Thomas Prince of Plymouth. Stuyvesant had always contended that all the land from Cape Cod to Cape Henlopen belonged to the Dutch, but Connecticut had many more residents than New Netherland. The arbitrators gave the English all of Long Island to a line running northward from the ocean to the westernmost part of Oyster Bay; and on the mainland the dividing line was to begin west of Greenwich Bay and thence run northward for twenty miles beyond which point it was left for future determination. The boundaries were to be inviolate until a full and final determination should be agreed upon between England and Holland. The question of Dutch and English rights in the Delaware River region were left open.

It is said that when the decision was reported to him, Stuyvesant exclaimed that he had been betrayed; but he accepted the treaty. When he returned he made no report to the people about the matter, though the story came later in a letter to an Englishman resident in New Amsterdam. The general feeling was that Stuyvesant had been out-generaled by the English, and he was much blamed for having entrusted the interests of New Netherland into the hands of English arbitrators. It is probable that the blame was not deserved. The English were in much stronger possession of Connecticut and Eastern Long Island than the Dutch were of New Netherland, and it is not at all likely that Stuyvesant could have bettered the treaty by sending Dutchmen instead of English, though it would have shown more tact for him to have done so. But tact was far from being Stuyvesant's strong point and he did not even send a copy of the Hartford Treaty to Holland.

Adriaen van der Donck, in Holland, hearing of the treaty, wrote a Memorial on the Boundaries of New England to show how Stuyvesant had been outwitted by the English. Cornelis Melyn, procuring a conduct from the States-General, returned to New Netherland with seventy colonists who had been sent out by Jonkheer van der Capellen, to whom Melyn had sold a half interest in his Staten Island patroonship. Melyn stopped on the way for some needed repairs to the ship, in Rhode Island, which fact Stuyvesant made a pretext to arrest Melyn on his arrival in New Amsterdam, notwithstanding his safe conduct, on a charge of illegal trading. Melyn resisted arrest and Stuyvesant confiscated and sold his property on Manhattan, and seized and sold to Thomas Willett the ship and cargo belonging to Van der Capellen, who afterward recovered heavy damages from the West India Company. Melyn went to his house on Staten Island, where he was defended by a guard of

Raritan Indians, and was joined by Van Dyck as soon as the latter was released from imprisonment.

Orders came from Holland for the reinstatement of Van Dincklagen as vice director, but he declined to serve, and Stuyvesant and Van Tienhoven had no one in the council to interfere with any plans they might formulate.

The Hartford Treaty had left the matter of delimitation of the territory of New Netherland on the Delaware entirely unsettled. The West India Company had been for some time engaged in the endeavor to secure from Sweden a settlement of boundary lines, and Stuyvesant had sent several overtures to the same end to Governor Prinz, of New Sweden. Meanwhile the English of Connecticut also had their eyes on the same region. But when a ship with fifty would-be colonists from New Haven, on their way to the South River country, touched at New Amsterdam, Governor Stuyvesant arrested them and would not let them go until they gave him a written pledge to give up the attempt. Following this, Stuyvesant determined to take a personal hand in the settlement of the dispute, and with several vessels and a hundred and twenty men he went to the Delaware River, and pulling down the old Fort Nassau which the Dutch had built, erected another, called Fort Casimir, at a point much farther down the river, and below the Swedish Fort Christina. He settled several families from New Amsterdam around the new fort. Governor Prinz claimed that Stuyvesant's acts constituted a trespass upon Swedish territory, and there were several interviews between the governors. They came to no settlement, but they parted on friendly terms. The company, however, which had not been consulted by Stuyvesant, expressed its disapproval of proceedings that might cause trouble between the Fatherland and Sweden. The cost of the expedition was heavy and this increased its unpopularity both with the people and the company. Part of this cost Stuyvesant levied upon the patroonship of Rensselaerswyck, and in the violent disputes about this impost, which ensued, Van Schlectenhorst, director of the patroonship, was twice arrested and long imprisoned by the governor. One outcome of the dispute was that Stuyvesant declared the village of Beverwyck to be outside of the jurisdiction of the patroon, and established there the Court of Fort Orange, from which is dated the beginning of city government at Albany.

Van der Donck, at The Hague, was working hard with the members of the States-General to keep them from forgetting the demands of the burghers of New Amsterdam, and as a result of this, the States-General referred the Provisional Order of 1650 to all the chambers of the Dutch West India Company. It was approved by all except the Amsterdam Chamber, whose approval was by far the most important; because it alone had, or at least, claimed sole control of New Netherland affairs. That chamber, however,

seeing that something must be done for New Amsterdam, directed Governor Stuyvesant to organize for that town a suitable burgher government, authorized him to appropriate 250 guilders per annum to pay a schoolmaster, and removed the duty on tobacco in the hope of promoting trade with Virginia. The chamber also sent Domine Samuel Drisius as assistant to Domine Megapolensis. About the same time the States-General again summoned Governor Stuyvesant home to give an account of his administration of New Netherland and of his negotiations with the New Englanders. But as war between England and Holland broke out the States-General, on the earnest solicitation of the Amsterdam Chamber rescinded the order for Stuyvesant to report at The Hague, feeling that his military experience and knowledge of the conditions were much needed, now that invasion threatened New Netherland.

SEAL OF
PETRUS STUYVESANT

CHAPTER EIGHT

NEW AMSTERDAM UNDER THE BURGHER GOVERNMENT—WAR WITH ENGLAND INVASION AND SURRENDER OF NEW AMSTERDAM

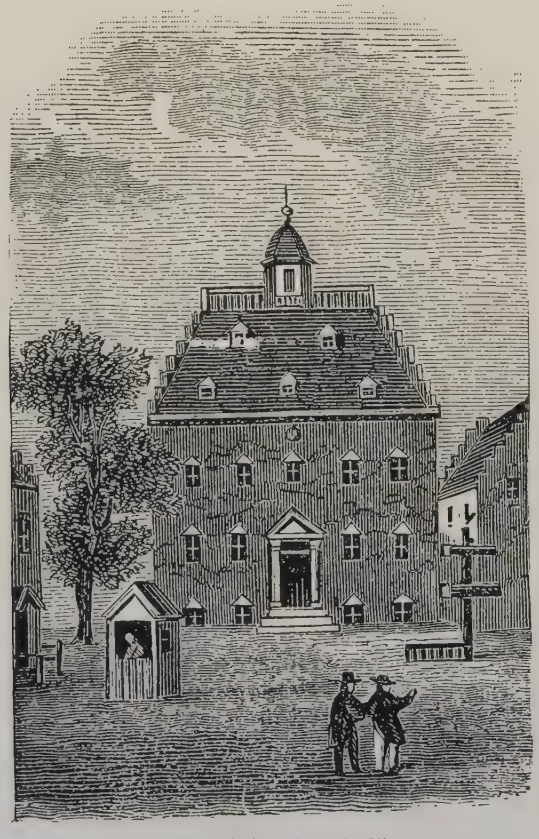
Under the instructions of the Amsterdam chamber, the people were to be permitted to elect "as much as possible after the custom of Amsterdam," a burgher government composed of a schout (or sheriff and public prosecutor, who also had the duty of presiding over the meetings of the magistrates), two burgomasters (or mayors), and five schepens (or aldermen). But this was too much like democracy for the autocratic Stuyvesant, whose constant aim was to keep in his hands every possible function of government; so instead of allowing the people to elect, he chose the officers himself, naming Arendt van Hattem and Martin Cregier as burgomasters, and as schepens Allard Anthony, Maximilian van Gheel, Willem Beekman, Paulus Leendertsen van der Grist, and Peter van Couwenhoven (brother of Jacob of the Nine Men, which organization was disbanded when the new city government was organized). So jealous of power was Stuyvesant that he did not even permit to the new magistrates the right of appointment of their own secretary, but himself appointed Jacob Kip to that place. These appointments were all good ones, although the method of their selection was not in accord with the custom of Amsterdam; but with respect to the schout, the most important office of all, Stuyvesant decided not to give the burghers a schout of their own, but vested the duties of that officer in the schout-fiscal of the province of New Netherland. As that happened to be the licentious and much hated Van Tienhoven it is needless to say that the people were much displeased.

In the custom of Amsterdam the magistrates had administrative and legislative, as well as judicial functions, but in Manhattan they were at first confined to the holding of court every two weeks; and afterward, every Monday; Stuyvesant would sometimes consult them in an advisory way, but he himself issued all orders and ordinances. The city government was proclaimed in force from the second day of February, 1653, and it was only a few months after that the first conflict between the magistrates and the governor came. They wanted the same powers that similar officers had in Holland: he desired to keep all authority in himself.

The first important issue that arose was in connection with the public defence; and the magistrates agreed to raise funds for that purpose, provided that Stuyvesant would turn over the receipts from the wine and beer excise to the city instead of to the company. Stuyvesant refused, and the burghers in a public meeting, August 2, 1653, supported the magistrates. The matter

remained in suspense, both sides remaining firm until lack of funds caused Stuyvesant to agree, in November, to turn the excise receipts into the city fund. The magistrates then began to raise a defence fund, but finding soon after that only a part of the excise money was being turned to municipal use, the magistrates notified Stuyvesant that either he must turn over the entire excise to city use or they would resign in a body. But Stuyvesant would not yield; nor would he accept the resignation of the magistrates.

These and other acts of the governor caused the magistrates to make an appeal to the directors of the company, not only for the surrender of the excise, but also for the right to elect the city schout; to have a city seal; to impose taxes; to lease the ferry to Breuckelen; for arms and ammunition for city defence, and for the power to administer the affairs of the city on a basis similar to that of the government of Amsterdam.



THE "STADT HUIS"
Built in 1642
A tavern in Kieft's time. Later public school; finally City Hall until 1700

There was a considerable amount of piracy and privateering going on along the Atlantic Coast about that time, and November 26, 1653, a meeting gathered in the *Stadt Huis,* after a call by Governor Stuyvesant, at which were present two members of the governor's council, two city magistrates of New Amsterdam, and delegates from the English towns of Gravesend, Flushing and Middleburg. The English delegates, on the initiative of George Baxter, of Gravesend, made the point that the councilors had no right to be present, and as the city magistrates agreed with them, the councilors retired from the meeting. The English complained bitterly of the raids of Thomas Baxter, of Rhode Island, and others, who were coming constantly by sea and land to rob or levy tribute on the settlers; and they declared they would pay no taxes if they could get no protection; and they also declared that they would make a union of their own for protective purposes if the Dutch would not unite with them. The magistrates declined to commit themselves to any course unless the other Dutch

settlements would unite with them. Stuyvesant expressed displeasure at the exclusion of the councilors, which he said "smelt of rebellion;" but there was no member of the governor's council present at the adjourned meeting held December 10, 1653, at which the Dutch towns of New Amsterdam, Breuckelen, Amersfoort (Flatlands) and Midwout (Flatbush), and the English towns of Flushing, Newtown (Middleburg), Gravesend and Hempstead were represented, there being nineteen delegates, ten Dutch and nine English. As the output of this meeting, George Baxter drafted for the convention "The Remonstrance and Petition of the Colonies and Villages in this New Netherland Province," which was presented to the governor and council.

This document set forth as specific grievances, that the Indians were restless and dangerous because they had received insufficient compensation for their lands; that as Stuyvesant had acted with a council from which he had excluded lawful members, the land grants he had made were of questionable validity; that some of his grants to single individuals were grossly excessive in area; that autocratic ordinances of which the people had little or no information were used as instruments of oppression; that officials were appointed without the consent or nomination of the people; and that the government was an arbitrary one which was not founded upon the consent, knowledge or election of the Commonalty, and therefore "odious to every free-born man," and further declared that laws which might be good in communities in the Old World might frequently be found inapplicable to a community in America. The governor and council were stated to be representatives of the company, which only held such powers as were given to it by the States-General, who were supreme in the United Netherlands and all its dependencies. An explicit answer to each grievance enumerated was demanded of the governor.

The Amsterdam Chamber of the West India Company had contended that it was supreme in the affairs of New Netherland; and Stuyvesant claimed that his commission made him supreme, often speaking of the people of the province as his "subjects." The ideas and specific demands of this "Remonstrance and Petition" made him furious; and he denounced the meeting as illegal and unauthorized, and ordered the delegates to disperse and not to meet again under penalty of arbitrary correction. Various documents crowded on the authorities in Holland, especially the Amsterdam Chamber, in regard to the disputes between the governor and the various municipalities in the province. Meanwhile, Nicasius de Sille was sent by the company to be first councilor to the governor and Cornelis van Ruyven to be secretary of New Netherland.

Invasion of New Netherland was threatened from England, in 1654, and Oliver Cromwell sent four ships with two hundred sailors, which were to

join a force from New England to take New Netherland for the English; but while the New England forces were being gathered news of peace between the English and Dutch stopped the further progress of the expedition.

At the conclusion of peace the Amsterdam Chamber found the opportunity to answer the petitions which had been sent in the previous year. It assumed its old attitude of displeasure that appeals should be made to Holland against the decision of the constituted authorities in New Netherland. But concessions were made. They were to have a schout of their own instead of that office being given to the schout-fiscal of the province. They were to have a city seal, and could have the receipts of the excise if they would pay the municipal salaries, and were given additional powers of taxation. The Amsterdam Chamber had selected Jochem Pietersen Kuyter to be the city schout, but he had been killed by the Indians; so Stuyvesant named Jacques Cortelyou for the position. He declined, and Van Tienhoven continued to act.

Stuyvesant and the magistrates soon had another dispute. The governor insisted that they had not paid for fortifying the city, and that they should pay for the support of the soldiers who had been sent from Holland as well as its own officials. The magistrates said they would support a schout (who must be their own), the burgomasters, schepens, a secretary, a court messenger and such other official servants as the city might need; one minister, one precentor, who should also serve as a schoolmaster, and one beadle. They would not support the soldiers, and thought the entire province should contribute to the defenses of the capital; but, if the magistrates were empowered to levy a property tax, they would contribute 3000 guilders, or a fifth, toward the cost of fortifying the city. Stuyvesant again took possession of the receipts from the tapsters' excise and made threats of an annual tax on cattle, land and other property; but did not put this threat into execution.

Trouble arose between New Netherland and New Sweden. Governor Rising, who had succeeded Governor Prinz in New Sweden, turned the Dutch Garrison out of Fort Casimir and made a proclamation to the effect that all Dutch in that territory must come under the Swedish jurisdiction. The news of this action created a sensation in New Amsterdam, and a Swedish ship which came into the lower harbor without a pilot was seized and confiscated by Stuyvesant. The governor, who was under instructions to be careful in his relations with New Sweden, wrote to the West India Company for instructions. Meanwhile, starting on Christmas Eve, 1654, he took a trip to Barbadoes to try and establish trade with that island. Unfortunately, he arrived at a time when, under the new British navigation laws, an embargo was laid on all foreign vessels in the port; and it was four months before he was permitted to leave for New Amsterdam, where he arrived in July, 1655.

During his absence the council had appointed successors to the magistrates whose terms had expired; Oloff Stevensen being appointed burgomaster in place of Martin Cregier, and Johannes de Peyster and Jan Vinje being two of the four schepens appointed.

Soon after Stuyvesant's return, he received orders from the company to proceed against the Swedes in the Delaware River, as a reprisal for the seizure of Fort Casimir by Governor Rising, and sent him a ship for the expedition. The forces were in two companies, of which one was commanded by Stuyvesant and the other by Nicasius de Sille, chief councilor. Monday, September 6, they reached Delaware Bay and within a day or two they had recaptured Fort Casimir, captured Fort Christina, made the people acknowledge allegiance to Holland, and took many of them to Manhattan. With this expedition was ended the last vestige of Swedish dominion on the American Continent.

While Stuyvesant was away with every able-bodied soldier from the fort, and a majority of the burghers, the River Indians broke out. Nineteen hundred of them had gathered on the North River and over seven hundred had landed on Manhattan. It was thought at first that they were on their way to Long Island, but many of them appeared in the city. The following morning an Indian wounded Hendrick van Dyck with an arrow, and after that the burghers armed, under the advice of Cornelis van Tienhoven, and a few on both sides were killed. The Indians left the city and crossed to Pavonia, where they burned every house, killed almost every man and took the women and children captive. Thence they went to Staten Island, destroyed the eleven bouweries of the island and killed twenty-three people out of the ninety living on these bouweries. Two bouweries near the Harlem, one being the Kuyter bouwerie, were raided and the inhabitants killed; and several others on Long Island. Within the three days a number of colonists, variously stated at from fifty to one hundred, were killed; one hundred and fifty were captured, among whom was Cornelis Melyn. Hundreds were rendered homeless and destitute by the savages, their recently gathered crops having been destroyed; the property loss altogether being valued at a hundred thousand guilders. The Indians did not attack the city, chiefly because they had so many prisoners.

THE STUYVESANT MANSION

When the governor returned he ordered that no vessel should leave the harbor, nor any able-bodied man go away from the city except on order. Guards were stationed in the outlying settlements and negotiations were opened with the Indians, who exchanged seventy prisoners for some powder and shot. Stuyvesant consulted with his council about Indian affairs. Van Tienhoven, as usual, was for war; but De Sille and La Montagne as well as the governor himself, thought that the best plan was increased vigilance. After that no Indian was permitted to remain overnight in New Amsterdam.

The English, resident in New Netherland as well as those beyond, began to create another troublesome problem. Thomas Pell, who had been a gentleman of the bedchamber to Charles I, had brought a party from Fairfield in the colony of New Haven in 1654; bought some land from the Indians, although they had already sold it to the Dutch, and declared his party to be under the protection of the Commonwealth of England. Several criminals who fled from Manhattan had been harbored by them, and in 1656, Stuyvesant arrested these colonists, forced them to acknowledge his jurisdiction, and gave them authority to organize a burgher government on the Dutch plan. In 1657 they took an oath of allegiance to the government of New Netherland as long as they should reside within its limits. The English called the town Westchester.

During the absence of Governor Stuyvesant in Barbadoes, George Baxter, who had for many years been English secretary to Governors Kieft and Stuyvesant, with James Hubbard as associate, endeavored to inaugurate an insurrection in Gravesend, hoisting the English flag and claiming for themselves and their associates the rights of English subjects. The council placed Baxter and Hubbard under arrest and for a year they were imprisoned. Sir Henry Moody, of Gravesend, asking their release, Hubbard was freed on an understanding of good behavior. Baxter, pledging his property that he would not try to escape, was transferred from the cell in the fort to the debtor's room in the Stadt Huis. He made his escape from there to Long Island and thence to New England. His property, which was sold by the council for his debts, included a farm which embraced the present site of Bellevue Hospital.

Stuyvesant's destruction of Swedish sovereignty on the Delaware River had cost him a good deal of money; and soon there came a troublesome claim by Governor Fendall of Maryland, that the region recently occupied by the Swedes was included in Lord Baltimore's patent, and there was some show of forcible assertion of the claim; which, however, never culminated in anything very serious, though it was a part of the general discussion of the rights of Dutch and English in the New World. There was a desire on the part of New England for an extension of its borders west and south; and there was a party in England which desired especially that there should be no foreign power

wedged in between New England and Virginia. The discussion lulled for awhile after the death of Oliver Cromwell in 1658, and after Charles II came to the throne in 1660, the West India Company tried, through the States-General, to procure a settlement of the question of boundary between New England and New Netherland; which, however, was not pushed by the ambassadors of the United Netherlands in London.

In April, 1662, Governor John Winthrop of Connecticut secured the charter for that colony. It gave to that colony the territory of New Haven colony, much of the mainland of New Netherland, Long Island, Manhattan and Staten Island. This charter, which was proclaimed at Hartford in October, 1662, created a great sensation. The New Haven colonists were incensed at the idea that the identity of their colony was merged in that of Connecticut. The English towns in Long Island both in the eastern and western portions, sent delegates to the assembly at Hartford, upon the invitation of the authorities of Connecticut, James Hubbard being the delegate from Gravesend. A protest against these proceedings was sent by Stuyvesant to Hartford, who said that this nullification of the Hartford Treaty gave New Netherland the right to claim its original territories, which included everything as far as the Fresh River; but the only answer he got from the Connecticut authorities was a warning to him not to interfere with anyone in their colony, which, they claimed, included Westchester.

A settlement had been made up the river in the Esopus district, and a town was established there which was called Wiltwyck and is now named Kingston. The settlers had been driven out by the Indian uprising in 1655, but returned in 1658. The Indians again made trouble, and in 1659 killed several settlers and besieged the others in a stockade they had made, until Stuyvesant arrived with reinforcements. The following year, after surprising and capturing some Esopus Indians, treaties were made with them and also with the Indians near Manhattan, the Mohegans and Mohawks. The Esopus region built up with settlers, but in June, 1663, the Esopus Indians, partly because Stuyvesant had sent some of his captives of 1660 to be sold in slavery in Curaçoa, rose in another raid on the settlements and killed or captured about seventy of the Dutch. Stuyvesant collected a volunteer force which, led by Martin Cregier, almost wiped out the Esopus tribe.

In the years which had passed there had been an accession of rights and privileges to the citizens. In April, 1657, burgher-right was granted to the people of the city entitled to it, this ordinance being the first city charter. In Amsterdam, Holland, a distinction was made between the Great and Small burgher-right. It was a class distinction, though one had equal commercial privileges with the other; but the great burghers were exempt from arrest upon the order of an inferior court, and they only could hold important offices.

The holders of the Great Burgher-Right included all members of the provincial government, all former and present magistrates of the city, all clergymen and militia officers, all male descendants of such persons, and any other persons, approved by the magistrates, who would pay fifty guilders for the privilege. The Small Burgher-Right included all persons born in the city, all who had lived there for a year and six weeks before the date of the ordinance, and all who had married the native-born daughters of burghers; also any other person, acceptable to the magistrates, who would pay twenty guilders for the right. After 1658, as a consequence of frequently reiterated demands, the magistrates were permitted to nominate their own successors. In 1660 the demand for their own schout was acceded to, though not by the election of the magistrates, but by appointment of the West India Company; the first city schout being Peter Tonneman, who was also a member of the governor's council. The office of city treasurer, established in 1657, was first held by Oloff Stevensen van Cortlandt.

Connecticut continued to boldy claim Long Island and much of the mainland. Stuyvesant, who had tried to get Massachusetts and New England generally to reaffirm the Hartford Treaty, but had been put off several times, and who found most of the Long Island English who had formerly been his chief supporters, now expousing, with more or less boldness, the English side of the controversy, began to be more and more insistent that the West India Company must secure from the States-General a settlement of the boundary question.

George Baxter was taking an active part in the endeavor to secure action from England detrimental to the Dutch sovereignty over New Netherland. With him was associated Captain John Scott. The latter was a son of an English officer who had been killed in the service of Charles I, and had been, so he said, sent out to Massachusetts and bound out as a servant because, when a young boy he had been caught cutting the bridles and girths of a Parliamentary troop. After his term of service had expired he became an adventurer, claimed to have bought land on Long Island from the Indians and sold large tracts to various individuals, giving deeds which were afterward declared void by the courts. He was representative to England, in 1660, of the Atherton Company; composed of prominent men of Connecticut and Massachusetts, who claimed title to lands on the western shore of Narragansett Bay, which they claimed under a dubious patent of 1643, but which was really included in the Providence Plantations. He was constantly identified with crooked land transactions. He got the ear of the King's Council for Plantations, which advised with him, as well as with George Baxter and Samuel Maverick, author of the "Brief Description of New England," who had written letters to Clarendon suggesting the conquest of New Netherland.

Stuyvesant only had a few soldiers at the fort in the autumn of 1663, as the Indian troubles at Esopus were not yet over, but finding that some of Captain Scott's emissaries were trying to buy up land on the mainland back of Navesink, he sent Captain Cregier with a small force to expel them. Captain Scott himself went to Long Island as the representative of Connecticut, having been sworn in as one of three agents to incorporate the Long Island towns with Connecticut; but when he found that the inhabitants of Hempstead, Jamaica, Newtown, Flushing and Gravesend were averse to Puritan rule and had come to an agreement to ask for separate government under the Crown of England, he fell in with their views, and then informed them of the plan to make the Duke of York the proprietor of all New Netherland; this being the plan under discussion by the King's Council for Plantations. So when the English towns asked him to act as their "president" until the Duke of York should come into possession, he agreed as readily as though he was not under oath to serve the interests of Connecticut. He had a troop of almost two hundred men which New Haven had provided for him, and with them seized the blockhouse at New Utrecht and made hostile demonstrations at Midwout and Amersfoort. Three envoys sent by Stuyvesant to meet him, as the agent of Connecticut, in order to come to an understanding of the matters in dispute, were met with threats and rudeness; but after some discussion said he would return in April with his commission, and that the Duke of York would soon be in possession of all New Netherland.

Long Island continued to be in a turmoil. English adventurers, pretending to have new grants from the Indians, drove Dutch settlers in various parts of the island from their lands, and the Five Dutch Towns issued a Remonstrance to the governor and council, demanding prompt relief from the West India Company; failing which, they said they would be compelled "to their heart's grief" to submit to another government in order to secure the protection which was so urgently needed. The governor submitted this Remonstrance to the magistrates, who replied that it was the burghers' duty to protect and defend New Amsterdam, and the duty of the company's soldiers to protect the villages and the open country; and they offered to use all the revenues and raise a larg loan to make New Amsterdam secure, if the governor would surrender to them the tapsters' excise, which he agreed to do. Thereupon the city borrowed 27,500 guilders.

In February, 1664, Scott, acting as president of the English towns and in the name of King Charles and of the Duke of York "as far as His Highness is therein concerned" signed an agreement that those towns should remain under the king of England, without let or hindrance from the Dutch authorities, while the Dutch towns and bouweries should remain under the States-General for twelve months and longer until His Majesty and the

States-General should fully determine the whole difficulty about Long Island and places adjacent. In January the West India Company had warned the States-General of the fact that its province was likely to be lost to the English unless prompt action were taken; that the colonists were uneasy because their titles came from the company, which had only its general trading charter to go upon; and that the boundaries had never been legally defined. The States-General thereupon confirmed the right of the West India Company to the province of New Netherland by an act under its great seal, and at the same time ratified the Hartford Treaty of 1650, asking King Charles to do the same and thereby settle all pending disputes.

When King Charles received the demand of the States-General concerning the ratification of the Hartford Treaty, he also had a report from a committee of three members of the Council for Plantations which had been appointed to receive complaints about New Netherland and report upon the best method for capturing it. They said that three ships with about three hundred soldiers would be enough for the purpose, as plenty of Englishmen from the other colonies would help, and one-third of the people of Long Island were English. If necessary, Indians could probably be engaged as auxiliaries.

The Duke of York was patroon of the Royal African Company, and therefore was in direct conflict, on the West Coast of Africa, with the Dutch West India Company. In February, 1664, the duke borrowed from his brother, the king, two men-of-war, and sent out Robert Holmes with a small squadron to attack the posts of the company on the West African coast.

On March 12, 1644, the king gave to the Duke of York a charter covering part of Maine, Martha's Vineyard, Nantucket, Long Island and all the land from the Connecticut River to Delaware Bay. This infringed to some extent upon other royal charters, notably that of Connecticut, but entirely ignored the existence of New Netherland.

Preparations for an expedition to the domain granted by this document were put in motion, the king giving his brother £4000 toward the cost; and the duke appointed to take charge of these possessions Colonel Richard Nicolls, to whom he gave a commission as deputy governor, and secured for him authority from the king to raise forces for the adventure, of which he was given full command. To give the expedition an appearance compatible with peaceful intentions, the king appointed Colonel Nicolls, Colonel Sir Robert Carr, Colonel Sir Robert Cartwright and Samuel Maverick as a commission to inquire into the state of New England, to receive the complaints of the people, and to settle the peace and security of the country; and this was given out publicly as the sole purpose of the expedition, which sailed in May, 1664, including three men-of-war and a transport. The squadron mounted ninety-two guns and carried four hundred and fifty men.

While these preparations were going on in England, Stuyvesant had endeavored in every possible way to strengthen the defences of New Amsterdam and to persuade or conciliate the disaffected Long Islanders, who through Captain Scott's representations fully expected an English force. That individual had carried things with such a high and independent hand that he had come into conflict with the Connecticut authorities. Not only had he repudiated the authority of Connecticut by deserting its cause while he was supposed to be acting as its sworn agent, but he had taken upon himself the authority of an independent ruler, without having any commission to show. So he was arrested on the authority of Governor Winthrop, taken to Hartford, and there tried and convicted on ten counts for the crimes of forgery, perjury, calumny, sedition, treachery, usurpation and defamation of the king, and was fined and imprisoned for these offences. Governor Winthrop with two hundred men went to Long Island in June, deposing Scott's magistrates and appointing his own. Stuyvesant, who with Van Ruyven, Van Cortlandt and others from New Amsterdam, went out to meet Governor Winthrop, found him entirely unwilling to make any terms, claiming that the Indians who sold Long Island to the Dutch had no title to it, and that the title of Connecticut to that island was clear. Early in July, Thomas Willett received news from Boston that an English fleet was on its way to capture New Netherland, and so informed Governor Stuyvesant; but later advices received by the governor from the company, said that the English fleet was to sail but that its mission was to establish bishops in New England. This letter so pacified the governor that when he heard at the end of July, that there was danger to Fort Orange, because of a war which had broken out between the Mohawks and the Mohegans, he went up the river to try to secure the white settlement from suffering by the conflict.

In early August the English fleet reached Boston Harbor and the work of recruiting began. Volunteers were enlisted from Massachusetts and Connecticut, and Governor Winthrop went to the western end of Long Island, with other representatives of Connecticut to await the arrival of the fleet, and found there Thomas Willett, not as the ally of the Dutch as heretofore, but as the agent of Plymouth Colony.

News of the approach of the invaders having reached Manhattan, messengers were hurried to Fort Orange who brought the governor back on August 25, where he set all the people to work on the defences of the city. The following day, The Guinea, Nicoll's flagship, anchored in Gravesend Bay (then called Nayack), where it waited for its companions and the transports bringing the New England troops. On August 29 he captured a blockhouse which had been established on Staten Island to defend the Narrows; blockaded that inlet and issued a proclamation offering safety and good treatment to all

who would quietly submit. The English Long Islanders gathered, ready to offer any required assistance, or to share in the plunder if there should be resistance and capture. There were less than one hundred and fifty soldiers at the fort and about two hundred and fifty civilians capable of bearing arms in the city. The Dutch on the bouweries outside of the city could not desert their own homes and families to help in the defence of the city, and the English of New Amsterdam were all hostile to the continuance of the Dutch government, except John Lawrence, who asked permission to remain neutral, and Thomas Hall, who was in entire accord with the Dutch cause.

Domine Megapolensis, his son, and two of the city magistrates went as a delegation from Stuyvesant to Colonel Nicolls, and to ask him why he had brought a hostile fleet in front of the city. The English commander received them civilly, and sent a letter explaining his commission and pledging protection to all who would yield obedience to him as governor. This and several other messages of similar import, one coming with a delegation under a white flag, among whom was Governor Winthrop of Connecticut, Thomas Willett of Plymouth, and others, came to Stuyvesant, who tried to keep their import from the people, but was compelled by clamorous demands of the burghers to disclose. There was a general feeling that resistance to the invaders would be futile, but Stuyvesant gave no sign of surrender; sending, however, a letter which set forth, in a clear manner, the right of the Dutch to this region, proposing that any hostilities should be postponed until the boundaries of their respective realms, which were now involved in diplomatic correspondence and he doubted not had by this time been settled by the king and the States-General, should be communicated from Europe. Nicolls refused to argue, but gave the governor forty-eight hours to accept his terms.

At Gravesend on September 4, 1664, the Long Island Englishmen assembled to meet the English commissioners, and Nicolls made public the Duke of York's patent and his own commission as deputy governor, and Governor Winthrop publicly proclaimed that Connecticut resigned all claim to Long Island and recognized that of the Duke of York. The English regulars landed at Gravesend and thence marched to the Ferry, where the New Englanders had encamped with a large number of English from the eastern end of Long Island, under command of Captain John Young. Two of the frigates came up the bay under full sail, and passing close to the walls of Fort Amsterdam came to an anchor between Manhattan and Nutten (Governor's) Island, with their guns all on one side ready to pour a broadside into the city if any resistance should be offered.

Stuyvesant, in the city, was for resistance. He wrote again to Nicolls saying that he was ready to stand the storm or arrange an accommodation. Nicolls replied that if he would raise the white flag on the fort he might

debate the terms. The burghers hearing of this reply, thronged about the governor, urging him to yield, but he declared he would rather die.

A formal written remonstrance and petition was prepared, setting forth the horrors which would come if the city should be invested and sacked by the enemy; meaning the destruction of fifteen hundred people of whom only two hundred and fifty were capable of bearing arms. It was signed by all the most prominent officials and burghers, who urged him not to reject the offers of a foe who was generous in his pledges, but to arrange for an honorable and reasonable capitulation.

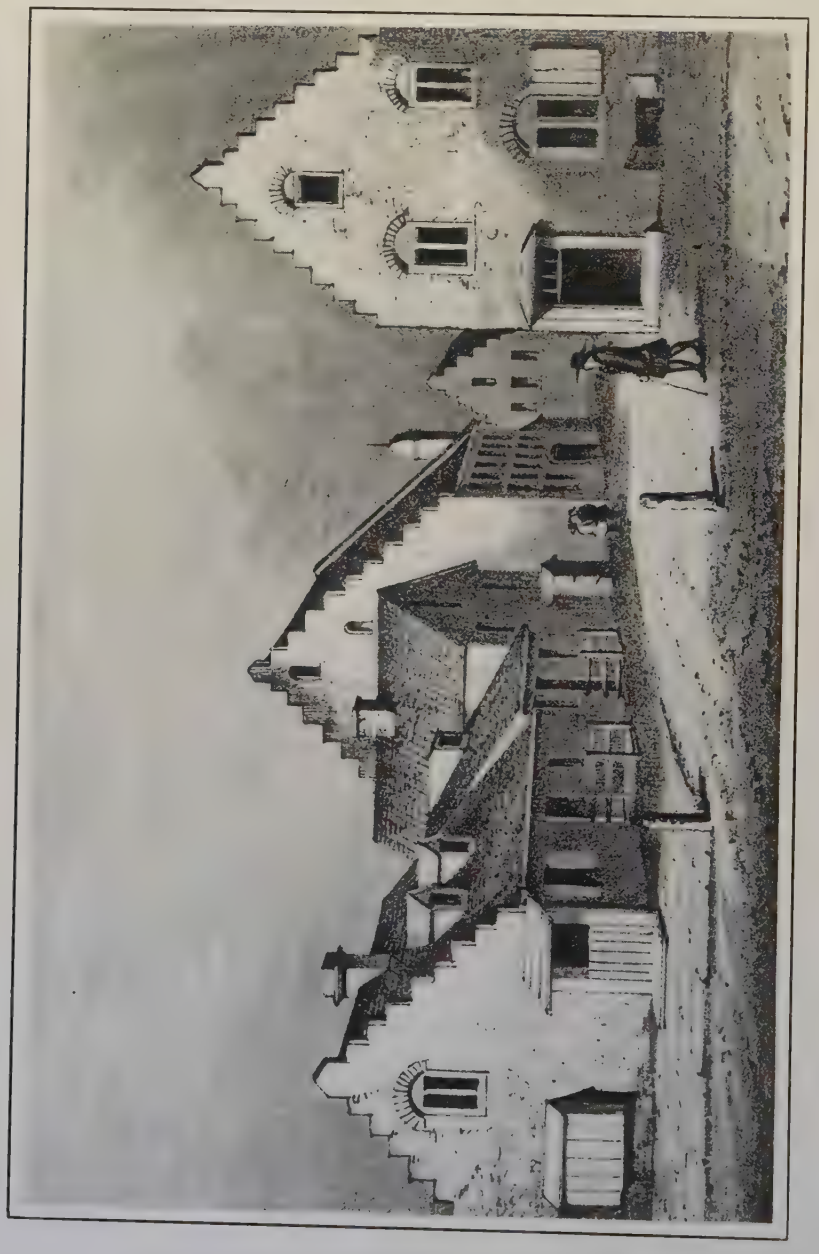
Stuyvesant yielded at last, and Nicolls consented to treat with him, and pledged himself to redeliver the city and fort if the Powers should agree upon that procedure; and on Saturday, September 6, six Dutch and six English delegates met outside the city, at Stuyvesant's own bouwerie house and drew up in English the "Articles of Capitulation of the Surrender of New Netherland." The next day the articles were read to the burghers in the church after the second service, the official copy, signed by Colonel Nicolls was delivered to Governor Stuyvesant and ratified by him; by De Sille, the schout-fiscal of New Netherland; Martin Cregier, the chief militia officer of the province; Peter Tonneman, the city schout; Burgomaster Van der Grist; Jacobus Backer, president of the Board of Schepens, and by the schepens Timotheus Gabry, Isaac Greveraet and Nicholas de Meyer.

On September 8 (new style) or August 29 (old style) the town and fort were delivered, Colonel Nicolls was installed by the burgomasters and proclaimed as deputy governor for the Duke of York. New Amsterdam became New York and Fort Amsterdam was changed to Fort James.

Petrus Stuyvesant was, in 1665, called by the States-General to Holland to report upon his administration. He arrived there in October and was detained until 1668, when, after due consideration of the papers submitted by him and the directors of the West India Company, he was permitted to return to America. He retired to his farm or bouwerie, which occupied the area now bounded by the East River, Sixth Street, Third Avenue and Sixteenth Street, and there he died in the early part of 1672. His body lies in the vaults of St. Mark's Church.

He was a strong, self-willed character; personally, honorable and honest, a ripe scholar and able soldier; but officially, autocratic and often austere. He served his company with zeal and faithfulness, which was ill requited, for the company was grasping and niggardly, and ill sustained his efforts to give good government to New Netherland. Partly because of the limitation of his resources by the company, and partly from his inherent antipathy to anything savoring of democracy, he was very unpopular in the early part of his administration, but after the establishment of burgher-right, and par-

ticularly after the removal from office of the malevolent Tienhoven, he gained the respect of the people; and in his retirement he was an affable, influential gentleman, a good citizen and churchman, and looked up to with honor and affection. He has been idealized into a character far different from that he really bore. He was often wrong and many times unjust, letting his temper distort his judgment. Some of his errors were those of his time and others were temperamental; but he was a man of good intentions as well as undoubted power.



EARLY STREET SCENE
Northeast and Southeast corners of Broad Street and Exchange Place, about 1690

CHAPTER NINE

NEW NETHERLAND BECOMES NEW YORK GOVERNOR RICHARD NICOLLS AND THE DUKE'S LAWS

Richard Nicolls, the first English governor, was a man of his word, and gave good treatment and protection to the colony which had surrendered to him. He was born at Ampthill in Bedfordshire, in 1624. His father, who was a lawyer, married a daughter of Sir George Bruce; and their son, after attending Oxford University, became a soldier, and commanded a troop of horse in the Royalist Army during the Civil War. When the Stuarts fled to the Continent he went with them, and was thereafter of the personal entourage of James, Duke of York, with whom he fought in French armies. If a man is known by the company he keeps, the association of Governor Nicolls, through life, with James Stuart, forms a strong presumption against his personal character; and the pretext and methods of organization of the expedition against New Netherland would in our day, be deemed absolutely piratical. But the standards of ethics in the Seventeenth Century were greatly different from those which prevail in the Twentieth. Of the *morale* of his personal life nothing is recorded, but Nicolls was true to his promises to the people of New Amsterdam, and at once found his way to their good will.

Prior to the surrender of the city many of the worst element of the English of Long Island had gathered as volunteers at the Ferry, on the Breuckelen side, making threats and prophecies of plunder when New Amsterdam should be captured. But there was no looting or disturbance; and the Long Island and New England troops were dismissed by Governor Nicolls with promises of rewards for all who had taken up arms for their king and country.

The Dutch officials wrote to the West India Company, giving an account of the surrender and placing the blame on the company for its failure to furnish the colony with protection. Governor Stuyvesant also wrote a separate account, showing how impossible it would have been for him to offer anything like an adequate resistance to the English forces. These reports went with the directors on the ship Gideon, which, with a pass from Governor Nicolls, also carried back the Dutch soldiers who had formed the garrison at Fort Amsterdam.

Governor Nicolls appointed English officials, and gave the office of secretary of the province to Captain Matthias Nicolls, of Islip, Northamptonshire; who, though of identical family name, was not a relative of the governor. He was a lawyer by profession, and came from England with Governor

Nicolls. Delavall, another Englishman, became collector of the port, and Englishmen were also appointed as provincial councilors. In the local government, however, the Dutch city officials were left to continue their functions and administer justice as before the surrender, until the governor should make other and permanent arrangements.

An expedition under Colonel Cartwright was sent up the river, now called the Hudson, and received the submission of Esopus, Fort Orange (the name of which he changed to Albany), and Rensselaerswyck, which was accomplished without friction; while another expedition, under Sir Robert Carr, went to the Delaware River, and, after a stubborn resistance, captured Amstel, the name of which was changed to Newcastle.

Nicolls had a commission which covered all the teritory given to James, Duke of York, and included everything to the Connecticut River. This conflicted with the grant to Connecticut so as to cover half the territory of that province. The conflict of title was brought to the attention of Nicolls, and he represented to the duke the injustice which would be done by insisting on the strict letter of the grant. He received permission to adjust the boundaries and fixed the present line of boundary between New York and the provinces of Connecticut and Massachusetts.

In renaming places in the province, Governor Nicolls constantly had in mind the purpose of honoring his royal master, the Duke of York and Albany. The province and the city were both named "New York," Long Island was called "Yorkshire," and divided, like the English county so named, into East and West Ridings. Fort Orange became "Albany," and the region west of the Hudson River he called "Albania."

Diplomatic correspondence between England and the United Netherlands carried the relations of the two countries to the straining point; and in February, 1665, the Parliament granted King Charles, for war purposes, the sum of £2,500,000, which was the largest grant that had ever been bestowed upon an English sovereign; and the City of London lent him large sums in addition to the national grant. The whole country seemed to be anxious for war.

Meanwhile Nicolls had been carrying on the work of reconstruction in New Netherland. His position was that of a governor of a royal, proprietary province. His letter of instructions from the Duke of York, by which his course was necessarily limited, has never been published and, so far as known, is not now in existence; but its general character is known by the references made to it during Governor Nicolls' work of reconstruction. It was thoroughly autocratic, in harmony with the spirit of the Stuarts, and under it the governor, representing the royal proprietor of the province, was vested with all legislative and executive functions and was to appoint all judges. The

governor required all the Dutch inhabitants to renew the titles to their lands in the name of the Duke of York. He prepared a code of laws, which he endeavored to make conform to the instructions of the duke, and at the same time tried to make it as little as possible displeasing to the people. In preparing this code, which became popularly known as "the Duke's Laws," he consulted the various New England codes, incorporating such good features as could be retained without establishing a democratic system. Perfect liberty of conscience was to be maintained in religious matters; there was to be a Court of Assize in New York City, and trials were to be by jury of the vicinage; each person must pay taxes according to his property; to make titles secure they must be recorded in New York.

Aliens were required to take the oath of allegiance before they could hold property, and all the Dutch inhabitants did so after stipulating for and securing a statement that nothing in the Oath of Obedience should be held to invalidate any of the provisions of the Articles of Surrender, Peter Stuyvesant being the first, followed by all the leading citizens, and then by practically all the able-bodied men of Manhattan.

On June 12, 1665, Governor Nicolls issued a proclamation which changed, all at once, the form of the local government. It began: "I, Richard Nicolls, do ordain that all the inhabitants of New York, New Harlem and all other parts of the Manhattans Island are one body politic and corporate under the government of a mayor, alderman and sheriff, and I do appoint for one whole year commencing from the date hereof and ending the 12th day of June, 1666, Mr. Thomas Willett to be mayor." This document was the end of Dutch government on the Island of Manhattan, and burgomaster, schout and schepen gave way to the English plan of mayor, alderman and sheriff; and the Dutch idea of trial by arbitration was succeeded by the English institution of trial by jury. The change was further emphasized by the requirement that the English language must henceforth be used in civic affairs.

Thomas Willett, appointed to be the first mayor of New York, had been an influential business man in New Amsterdam, but had retired to his farm at Rehoboth, in Plymouth Colony. The reason for recalling him to New York was that Nicolls, making inquiry with the view of pleasing the Dutch citizens of New York, had decided that he was the best man for the office, not only because of his popularity, but also for the reason that he had a more intimate acquaintance with the character and customs of the Netherlanders than any other Englishman available for the place. Allard Anthony, who had been schout under the Dutch regime, was appointed sheriff; and of the five aldermen appointed by the governor two were English, John Lawrence and Captain Thomas Delavall, and three were Dutch, Oloff Stevensen van Cortlandt, Johannes van Brugh and Cornelis van Ruyven.

Although New Harlem was thus made a part of the "body corporate" of the City of New York, its people, a year later, asked and received, in 1666, amended in 1667, a charter, confirming the titles of the inhabitants to their particular lots and estates, and as a body their common lands and riparian rights. This document while giving them the privileges of a town, declared it to be, at the same time, a part of the city. It thus had a Town Court, subject to appeal to the Mayor's Court, which at stated times sat in New Harlem to take cognizance of appealed cases.

Very much to the chagrin of Governor Nicolls, he found that his province had been cut in two even before he entered upon his duties as governor. The Duke of York, in June, 1664, had given the part of his province, which he had named Albania, to the two court favorites, Sir George Carteret and Lord Berkeley of Stratton. Philip Carteret, a kinsman of Sir George was sent out as deputy governor of the province, which the duke had named Nova Cæsarea, or New Jersey; in memory of the service which Sir George Carteret had performed when, as governor of the island of Jersey, he had held that island against the enemies of King Charles until he had received the king's command to surrender it. Both of the grantees had been ardent royalists and were much favored by Charles II and his brother James, Duke of York.

It was from Philip Carteret that the news of this grant came to Governor Nicolls. Carteret, on landing near Chesapeake Bay, sent messengers to Nicolls, telling him of the fact, and at the same time informing him of the beginning of the war between England and the Netherlands. Nicolls wrote to the Duke of York and later to the Secretary of State, Lord Arlington, protesting against the dismemberment of the province. He pointed out to them the importance of keeping both sides of the river and harbor under one local government, and suggested that the Carteret and Berkeley grant be either revoked or so modified that it should include both banks of the Delaware instead of the country near Manhattan. This last suggestion had some effect; for in 1668 the Duke of York made an effort to accomplish the proposed change, but nothing ever came of it. In July, 1665, Philip Carteret established Elizabethtown, so named in honor of Lady Carteret, wife of Sir George Carteret the proprietor, and granted a new charter to the Dutch town of Bergen.

The war declared in March, 1665, by Charles II against Holland began actively in June of that year; when the English gained a naval victory over the Dutch in the battle of Lowestoft. Louis XIV of France had endeavored to bring about peace, but had failed; and after the death of the King of Spain, in September, 1665, Louis, anxious to acquire the Spanish Netherlands, in order to secure acquiescence in his ambition by the Republic, made a

declaration of war against England. Even before the declaration of war, the Marquis de Tracy, viceroy over New France, had furnished a cause of irritation to the province of New York by pursuing the Mohawks into its territory, in which an expedition led by the Sieur de Courcelles, governor of Canada, made several incursions, destroying the towns of the Mohawks.

The Netherlands navy, after the defeat at Lowestoft, was refitted and sent once more against the English coast, and several engagements followed, in some of which the Dutch, and in others the English, were victorious. The visitation of the Great Plague, in 1665, and the Great Fire of London, in 1666, depleted the resources and exhausted the treasury of the English. In the spring of 1666 a secret treaty between Louis XIV of France and Charles II of England, in which the latter agreed not to oppose the designs of Louis on the Spanish Netherlands, if the French king would withdraw his assistance from the Dutch navy, narrowed the contest to the Dutch and English. Negotiations for peace were begun at Breda in the spring of 1667; and while they were pending De Ruyter took a fleet into the Medway, where he destroyed the king's shipyards and many of the best vessels, and also blockaded the mouth of the Thames, destroying many vessels. For some reason the victory was not followed up as it might have easily been, by pushing the fleet up the river and taking London. But even as it was, the disgrace of the English was complete. Pepy's Diary shows how it was regarded by the people; though if Charles had any feeling on the subject it did not at least diminish the wildness of his orgies, which even the Plague and the Fire had not been sufficient to disturb. The treaty of Breda was finally signed July 21, 1667. Under it each country was to keep all territories of which it stood possessed on the 10th of May of that year. This gave the English New York, while the Dutch secured the spice island of Pularoon in East Indies, and in the west the island of Tobago; as well as Surinam, in Guiana. According to values as they were then computed, the Dutch had secured the best end of the bargain.

While the war scare was on, Governor Nicolls was in momentary expectation of an attack by the Dutch which should wrest New York from the English. He made all efforts he could to get the city in order to repel a possible invasion. But, until late in 1666, he had received no support from the home government, either in supplies or soldiers; the only English ships that had entered the harbor had come from Virginia or New England. In the fall season of 1666 Nicolls received some supplies, which had been sent by way of Boston, for his soldiers, and also received from the king a gift of £200.

Even before the war began, Nicolls had expressed a desire to be relieved of his province, the cares and conflicts of which he found to be a heavy burden. In many ways he had succeeded admirably. He had gained the

personal respect of the Dutch residents, and where his acts did not please them they were the outcome of the limitations placed upon his power by the policies of the duke, his master. Representative government he could not give them, because, like the other Stuarts, James, Duke of York, was opposed to every semblance of democracy. But his selections of officers were carefully made, and gave satisfaction in spite of the autocratic method of their appointment. He had done everything, consistent with his instructions, which an English governor could do, for these Netherlanders; and those in Manhattan had become extremely well affected toward him. At Esopus and Albany he had not gained so strong a hold upon the people; although even there, after a personal visit, he made friends. But when England and Holland were on a war footing Nicolls felt that the Netherlanders would not let their personal feeling for him outweigh their patriotic regard for the Fatherland, and that, in case of a Dutch invasion, they would probably be with the enemy.

They had no reason to feel otherwise; for no benefits had come to them from English rule. Stuyvesant had originally been a martinet and was always somewhat autocratic in his bearing, but through numerous petitions and remonstrances the people of New Netherland had obtained a fair measure of self-government, which had been wiped out by the English conquest. Neither had there been any improvement in trade. The English navigation laws were very strict in their protective policy to keep trade between the colonies and European countries confined to English bottoms; but while the war went on, only one or two English ships found their way to Manhattan. Even the coastwise trade with Virginia and New England had practically ceased because of the depredations of privateers, and the fear of an expected Dutch fleet. In June, 1667, the Dutch fleet found its way to Virginia and, sailing into the James River, captured a large number of tobacco-laden merchant ships. So large was the booty that it required all the effort of the fleet to take the vessels to Holland; and this fact, doubtless, saved New York from its greatly dreaded visitation.

For want of aid during this period of great need, Nicolls spent all of his own money, used his credit to its limit in New York and Boston, and drew bills of exchange amounting to £2000 against his English estate. He often asked to be recalled, doubting his own ability as an executive, and the sufficiency of his resources, for he was not a rich man. The official announcement of the peace treaty of Breda reached Colonel Nicolls at the same time with a royal order releasing him from his office when his successor should arrive.

With the news of the peace, Peter Stuyvesant returned to New York. He went to Amsterdam before the war began, and had meanwhile been

engaged in a controversy with the Dutch West India Company before the States-General, in regard to his action in permitting the surrender of the city and fort of New Amsterdam. The Breda treaty ended the controversy, in which, now that New York had been definitely ceded to England, the Dutch West India Company displayed no further interest. Stuyvesant, who had felt the proprieties would not permit him to live in New York under the English while his own action in the surrender of New Amsterdam was under fire, was relieved of all scruples now that the English possession of the province was confirmed by the new treaty; and he determined to return to New York and make his home there. He went to England and in behalf of himself and the Dutch residents of New York asked that the Articles of Surrender be confirmed by the Duke of York and the king in council, and especially Article VI of that document, which guaranteed free trade between Manhattan and Holland; and in reply received permission from the king and duke that three Dutch ships might freely trade with the province of New York for a period of seven years. He carried this welcome news to New York, where his wife and family had remained during all the troublous times, and where he remained a distinguished citizen until his death.

The official proclamation of the peace was made on New Year's day, 1668, in front of the Stadt Huis. About the same time, Governor Nicolls allowed it to be known that his term as governor would soon end. The news was heard with deep regret by Dutch as well as English. He had ably discharged his duties, which were difficult, because he had to conform to instructions which ran counter to the desires of both the Dutch and English residents; but with all his limitations he won the confidence and affections of the people.

In the early summer, the new governor, Colonel Francis Lovelace, came to New York. Nicolls remained for a few months to help his successor learn the situation, and August 26, 1668, Colonel Nicolls sailed for England.

CHAPTER TEN

NEW YORK UNDER GOVERNOR LOVELACE
RECAPTURE BY THE DUTCH
FORT ORANGE

Colonel Francis Lovelace, the second governor of New York, was of a good English family, although his parentage is a matter about which the statements of the historians vary. Most of the earlier accounts speak of him as a son of that Sir Richard Lovelace who was elevated to the peerage by Charles Baron Lovelace, of Hurley, in Berkshire; but later and probably more accurate accounts point to him as a son of Sir William Lovelace, of Woolwich, Kent, who was killed in the war with the Netherlands, and of Anne, daughter of Sir William Barnes, also of Woolwich. Sir William had six children, five sons and one daughter, of whom Colonel Lovelace was the second son, his elder brother being Richard Lovelace, the poet.

Samuel Maverick, who was the chief adviser to Clarendon in colonial matters, had recommended Lovelace to head the expedition undertaken by Nicolls in 1664. When Nicolls' wish to be relieved of his duties was received, King Charles advised his brother James to appoint Lovelace to the place.

Lovelace, as a strong royalist, had left England during the protectorate of Oliver Cromwell, and had lived for a time on Long Island. After Oliver's death he returned to England, and his activity as a partisan of the Stuarts led to his incarceration in the Tower, by order of Richard Cromwell. On the Restoration he became a participant in royal favor, and was appointed by Charles II to be a groom of the bedchamber. He had few resources, and one of the principal reasons for his recommendation to appointment was the hope of Charles that he might retrieve his fortune in New York; for the colonies were looked upon as a legitimate field of exploitation by the favorites of the court.

Lovelace was by no means so strong a character as Governor Nicolls; but his disposition was kindly, and he patterned his administration as nearly as possible after that of his predecessor. When he took office he retained Matthias Nicolls as secretary of the province and Van Ruyven as collector of the port. His council was composed of Secretary Nicolls, Cornelis Steenwyck, mayor of the city, and Thomas Willett, former mayor for two terms. Between Willett's two terms Thomas Delavall had served a term as mayor.

Trade improved in New York after the close of the war by the treaty of Breda. Samuel Maverick, who had been a member of the Royal Commission of 1664, settled in New York City in 1666. The property of the

West India Company, which lay along the Heere Weg, the name of which Governor Nicolls had changed to Broadway, had been confiscated, and Nicolls had secured from the duke, in behalf of Maverick, a deed to a house and grounds on that thoroughfare. Some of Maverick's correspondence with Nicolls after the latter had returned to England, is published in the Colonial Documents, and gives a valuable insight into the doings in New York under the Lovelace administrations. Among other things he records the building of two ships, one of 120 tons, on Manhattan Island named the Good Fame of New York, for Governor Lovelace, and another of 70 tons at Gravesend; and also tells of the discovery of cod-banks about two or three leagues from Sandy Hook "on which in a few hours, four men took eleven or twelve hundred excellent good cod the last time they were out," which early fish story still holds good, for the fishing banks mentioned continue to be a valuable source of supply.

In 1671 Governor Lovelace issued an order that each Friday, between eleven and twelve o'clock, all merchants and artificers of the city should meet near the bridge across the canal (Heere Gracht), assembling there as in an exchange, to confer about their several affairs; and ordering that they should gather and disperse at the sound of a bell, and without disturbance. It is an interesting fact, that this first business exchange in New York used for its place of assembly the identical spot where the "curb market" now creates excitement day by day.

Governor Lovelace ordered that a "sworn postman" should start once each month for Boston, going by way of Hartford and returning within the thirty days, carrying letters and other small portable packs. The first trip was to have begun January 1, 1673, but there was a long wait for letters from Albany and it was January 22 before he finally started from the secretary's office at the fort, and mounted his horse for the first official postal trip out of New York. The route began up Broadway and from thence over what is now known as Park Row, the Bowery, Fourth Avenue to Union Square, Broadway to Madison Square, thence by an irregular road to the Harlem River at Third Avenue and 130th Street, and along a route which was approximately identical with the present Third Avenue to 163d Street and continuing along the thoroughfare still called Boston Road. The whole of this route was for many years known as the Boston Post Road. At the fort letters were received, postage being prepaid, and were kept in a locked box until the postman started on his next trip.

Domine Megapolensis died in 1670, after twenty-seven years of faithful service as minister of the Dutch Church, and his son went to Holland; so the care of the Dutch Church was in the hands of Domine Drisius, who was in failing health, and all the help he had was that given by Ægidius Luyck,

a young man who was teacher of the Latin school which had been established during the governorship of Governor Stuyvesant. So urgent were the pastoral needs, that the city magistrates offered a salary of one thousand guilders and a convenient house to a competent preacher, and this offer went to the Classis of Amsterdam with the guarantee of Governor Lovelace; and in response, Rev. Wilhelmus van Nieuwenhuysen was sent out. The "Duke's Laws," promulgated by Governor Nicolls, provided that the majority vote of a town should select the church which should be supported by general taxation; and this, in New York, was the Dutch Church. There was, however, toleration for all denominations; all of the Protestant sects freely practised their religious rites, and even George Fox, the Quaker, preached without hindrance at Flushing, in 1672.

Commerce fell off in New York during the administration of Governor Lovelace, not through any fault of his, but because of the restrictions imposed by the English navigation laws. There was also much dissatisfaction in the towns of Long Island, where the English towns were composed of people who had come from New England, where the democratic "town meeting" system gave every man a voice in local affairs; and these people complained of the lack of freedom imposed by the operation of the "Duke's Laws." The eastern towns of Long Island were so dissatisfied that they petitioned the king to let them become a part of Connecticut.

Lovelace had much of his attention focused on the affairs of the province outside of Manhattan. In 1672, when war began between England and Holland, he received a warning from the home government to put the province in a state effective for defense. The declaration of war was read on July 6, 1672, at the gate of Fort James and the City Hall and a considerable amount of work was done upon the fortification of the city. On January 22, 1673, when the first trip of the official postman was started from New York for Boston, he carried a letter from Governor Lovelace to Governor Winthrop, at New Haven, in which was mentioned a report that the Dutch, with forty sail and well armed, had started for the West Indies; and suggesting that if it was true it would be "high time for us to buckle on our armor." In March, when the governor was away on business in Westchester, leaving Captain John Manning, as usual, in charge of Fort James during his absence, he was called back to the fort on the rumor that the Dutch were coming. He found the English residents in a state of semi-panic; and therefore, although the alarm proved to be premature, he sent orders to the garrisons up the Hudson and on the Delaware River to send their troops to Fort James. They did so, augmenting the forces in the fort to three hundred and fifty, but the scare soon subsided, and Lovelace dispersed the troops again, retaining only about seventy men at the fort.

In July, 1673, little suspecting that an invading fleet had already reached the Chesapeake, Governor Lovelace again left Captain Manning in charge of the fort and went to New Haven, for a conference with Winthrop, taking with him Secretary Nicolls and three servants.

The fleet, which approached New York, was under the command of Cornelis Evertsen the younger, son of the great Admiral Cornelis Evertsen, who had lost his life in battle in 1666. The fleet consisted of twenty-one sail, including nine men-of-war; and twelve prize ships which had been captured in West Indian and Virginian waters. The fleet carried sixteen hundred soldiers and seamen, and besides the admiral there was in joint command, Captain Jacob Benckes, who had started out with four of the ships and had joined Evertsen in the West Indies. He was a veteran of the previous war with England and of the raid into the Thames. In the force were a hundred and fifty *mariniers* (marines) under command of Captain Anthony Colve.

There are varying reports in regard to the manner of the attack on New York, but the accounts agree in stating that the Dutch fleet sailed into the bay July 29, 1673. The morning after the Dutch ships had anchored, Captain Manning sent Thomas Lovelace, Carr and Sharpe as messengers to the ships, to inquire why they came in such a hostile manner to disturb His Majesty's subjects in this place. These messengers, without communication, passed another boat, carrying a trumpeter, sent by the Dutch commanders to the English officer in command, with a message reading as follows:

"Sir: The force of war now lying in your sight is sent by the High and Mighty States and His Serene Highness the Prince of Orange for the purpose of destroying their enemies. We have sent you therefore this letter, together with our trumpeter, to the end that upon sight hereof you surrender unto us the fort called James, promising good quarter; or, by your refusal, we shall be obliged to proceed, both by land and water, in such manner as we shall find to be most advantageous for the High and Mighty States.

Dated in the ship Swanenbergh, anchored betwixt Staten and Long Island the 9th of August (July 30, Old Style), 1673.

CORNELIS EVERTSEN
JACOB BENCKES"

Captain Manning answered this document by stating that he had already sent messengers to communicate with the fleet, and upon their return he would give a definite answer to the summons. Thereupon the ships weighed anchor, stood up the bay and anchored opposite the fort, and word was sent to Manning giving him half an hour to answer the Dutch summons to surrender. Manning asked time until the following morning at 10 o'clock; but word was sent back that only half an hour would be given before opening fire upon the fort, and that the hourglass would be immediately turned up.

The specified time expiring without word from the fort, a heavy cannonading against the fort was begun, and several men were killed and wounded. Soon after, the Dutch landed six hundred men, under command of Captain Anthony Colve, and he marched toward the fort, sending a trumpeter ahead to ask whether it would surrender. Manning sent Captain Carr, of Delaware, and two other messengers under indefinite instructions, to make the best terms they could, and Colve, holding two of the messengers as prisoners, sent Carr to inform Manning that he could have fifteen minutes to make definite proposals. Captain Carr, instead of carrying the message, rode out of the city and made his escape. Much incensed at apparent indifference, Captain Colve resumed the march, but was met by an officer who offered to surrender the fort, with all military arms and ammunition, on condition that officers and men should march out with their arms, drums beating, colors flying, bag and baggage, without hindrance or molestation.

Captain Manning had to bear the brunt of the general displeasure of the English inhabitants of New York and of all the New England colonies; but the force against him was so overwhelming that he could have done no better, and might have caused great destruction by holding out.

The Dutch commanders, in order to reorganize the government, commissioned Captain Anthony Colve as governor, and changed the name of the fort to Fort William Henry, and of the city to New Orange; issued a proclamation restoring the form of government as it was when it was New Amsterdam; and getting nominations from the members of the existing council, chose the following, all Netherlanders, for officers of the city: Anthony de Milt, schout; Johannes van Brugh, Johannes de Peyster and Ægidius Luyck, burgomasters; and Willem Beeckman, Jeronimus Ebbingh, Jacob Kip, Laurens Vanderspeigle and Geleyn Verplanck, schepens.

Governor Colve became active in efforts to place the city on a defensive footing, and after the fleet had left, he organized the burgher guard; repaired the city palisades and the works of the fort; razed several buildings, paying the owners and giving them lots further removed from the fort, and he made various ordinances relative to local government. The Treaty of Westminster, of peace between England and Holland, made February 9, 1674, restored the country to the English. The Dutch remained, however, until November 10, following. Meanwhile the Duke of York secured from his brother, Charles II, a confirmation of his former title to the country, and appointed Major Sir Edmund Andros as governor of the Province of New York.

Andros arrived on November 1, 1674, on the frigate Diamond in company with the frigate Castle. Previous to that, on October 16, a frigate from Holland had arrived, bringing instructions to Colve to surrender and vacate

his province. Andros also brought credentials from the States-General, recognizing his appointment as the British governor of New York, which, the day after his arrival, he sent to Governor Colve. The latter asked for eight days in which to prepare for orderly evacuation, and this was granted; Major Edmund Andros, in the meanwhile, receiving delegations from the city magistrates and other local bodies, asking certain securities in regard to future government of the province; and receiving the assurances of the governor that Dutchmen and Englishmen should be alike in liberties and privileges, and that he had been instructed to act with justness and kindness. Governor Colve called the civil and military officials to a meeting, at which he formally bade them farewell, and absolved them from their oaths; and the magistrates presented him with two hundred and fifty guilders for his services as governor.

In the court records of New Orange, the last entry made under Dutch government in the city says: "On the 10th November, Anno 1674, the Province of New Netherland is surrendered by Governor Colve to Governor Major Edmund Andros in behalf of His Majesty of Great Britain." The English called the day, which was Saturday, October 31; as the New Style calendar had not yet been adopted by Great Britain, and on that day Governor Colve and his troops retired to the Dutch frigate. Governor Andros wrote from the fort, renamed Fort James, wishing Captain Colve a good voyage, and thanking him for the gift of his coach and three horses.

Governor Colve's administration had been short, but creditable. The record of Dutch government in New York was not blackened by any of his acts. Governor Stuyvesant, the former Dutch governor, had died a year before the Dutch recapture, and as a British subject. Lovelace, the English governor whose province was taken from him in his absence, had come back to New York during the early part of Colve's year of administration, and before the Dutch fleet left. He was terribly in debt, and was arrested at the suit of several merchants. He was finally permitted to sail with Admiral Benckes to Holland. His property, which was considerable, for he had not neglected his personal interests, was confiscated by Colve.

In securing his properties, he had borrowed from the duke's exchequer, and for this reason the duke, who claimed Lovelace owed him £7000, kept him from further public employment, and instructed Andros to hold his estate until that sum was satisfied. Lovelace died before his estate was fully inventoried, January 29, 1679.

The matter of his debts is the chief count in any indictment to be brought against Lovelace. His absence from the fort was ill-judged, but if he had been there he could have helped matters little. He was clothed with despotic power, but was in no degree offensive, and while lacking the diplomacy of Nicolls, was a friendly and a kindly man.

SEAL OF
NEW ORANGE

This is a fair copie of ye Engen arrived from London and now in ye City Hall 7 feete wide on ye board and 9 feete on worke poole. 73 feete long in ye whole. manned by 12 tugmen eleven bucket men and 1 pike man

This is a true picture of ye new Engen

Amsterdam

Engen

CHAPTER ELEVEN

NEW YORK UNDER SIR EDMUND ANDROS AND "THE DUKE'S LAWS"

Major Edmund Andros, who became the first governor of New York after the final extinction of Dutch authority by the Treaty of Westminster, was born in London, December 6, 1637. His family, which had been very prominent for years in the Island of Guernsey, was attached to the fortunes of the House of Stuart. His father was a minor officer in the royal household, under Charles I, and as a reward for his faithful service, the son was appointed a gentleman-in-ordinary to Elizabeth Stuart, Queen of Bohemia; and had been brought up at court, becoming a favorite of King Charles II, and his brother James, Duke of York.

Adopting the military profession, he served in the regiment of foot, sent to America in 1666, and in 1672 was commander of the forces in Barbadoes. Later in the same year he was made a major in the dragoon regiment of Prince Rupert, notable as the first English regiment to be armed with the bayonet. Early in 1674 his father died, and he became *seigneur* of the fiefs of Saumarez, and succeeded his father in the office of Bailiff of Guernsey. He had strengthened his relations with the court by marrying Mary Craven, who was daughter of Sir Thomas Craven, a sister of Sir William Craven, and a cousin of Lord Craven—one of the most influential courtiers in the court of Charles II—through whose influence Major Edmund Andros had obtained a large grant of land in Carolina.

Major Andros, who was much at court, was chosen for the post of governor of New York by the Duke of York, not only on the ground of friendship, but also because he possessed many of the qualifications for the place. His military experience was valuable, he had considerable knowledge of America, and of colonial administration, and he was familiar with the Dutch and French languages. Besides these qualifications, there was no question about his devotion to the royal family; and the duke felt that his interests would be safe in his hand.

The Council of the Province of New York included, besides the governor, the first councilor, Lieutenant Anthony Brockholls, who had come with him from England; Captain William Dyre, collector of customs; Matthias Nicolls, who had been restored to his old post as secretary of the colony; and under the ducal instruction to complete his Provincial Council "from among the most prudent inhabitants" of the Province of New York, Governor Andros chose as members John Lawrence, William Dervall, Stephanus van Cortlandt and Frederick Philipse.

Lieutenant Brockholls, the chief councilor, who had also been named by the duke to succeed Sir Edmund Andros in case of his death, was the first Catholic to be appointed to important office in New York, or in New Netherland. He was openly a Catholic, while James was one in secret. Captain Dyre was son of William Dyre, one of the founders and for many years secretary of the colony of Rhode Island, and son of Mary Dyre, the Quakeress, who was condemned to death in Boston, and after being reprieved for a time on her son's petition, was hanged in 1660. Having been in London in 1673, Captain Dyre had sent an urgent petition setting forth a plan for the recovery of the duke's lost province and advocating the expulsion from it of the Dutch inhabitants. Stephanus van Cortlandt was a native of Manhattan, born in 1643, son of Oloff Stevensen van Cortlandt and Annetje, sister of Govert Lockermans; and was a prosperous merchant. Frederick Philipse, who wrote his own name "Vlypse," was a native of Friesland; was a carpenter when he first came to New Netherland, but in 1660 had started out as a trader, first acting as skipper of his own vessels. He was successful in trade, and added to his substance by marrying a rich widow, so that a tax-list of New Orange (New York) under the Dutch occupation, showed him as the richest man in the place; with an estate valued at 80,000 florins.

On November 10, 1674, Governor Andros restored the city government to the English form, appointing Matthias Nicolls, provincial secretary, to be mayor of the city; and created the office of deputy mayor, which he gave to John Lawrence, who, though an Englishman, had maintained friendly relations with the Dutch invaders during the Colve *régime*. From the organization of the Common Council under these officers, down to the present time, the minutes have been kept in English; but the accounts of the city were kept in Dutch until eight years later.

Captain John Manning, who had surrendered the fort to Colve, had been taken away by the Dutch fleet, with his wife, and part of the English troops, and had been landed, without means, at Fayal. With much difficulty he made his way to England, his wife dying on the journey. When the case came before the king and the duke, the hopelessness of any resistance to the Dutch fleet was so apparent that the king declared the fort could not have been held by so small a force. He returned to Manhattan with Andros, who had selected him, Governor Carteret of New Jersey, and Matthias Nicolls to conduct the negotiations with Colve. After the Common Council had been reorganized, William Dervall, who had been one of the chief sufferers by the wholesale confiscations made by Colve, made a formal complaint against Manning, for treachery and negligence in the surrender of the fort. The formal complaint made it necessary for Andros to call a court-martial, which met in

January, 1675. The court acquitted him of the charge of treachery, but found him guilty of neglect of duty; and he was ordered dismissed from the service of the crown. His sword was broken over his head, in front of the City Hall, and a book written by Charles Wolley, afterward chaplain to the governor, says that he was exiled to an island in the East River. It is doubtful if such exile was included in the formal sentence, but he lived there, as the island was owned by him, being part of the estate of the West India Company, which was confiscated by Governor Nicolls. Manning had received a grant for the island from that governor, and after his death, his stepdaughter, a Mrs. Blackwell, inherited it. It remained in her family until 1828, when it was bought by the city, which has built penal and charitable institutions upon it. It still retains the name of Blackwell's Island.

Following the provisions of the Treaty of Westminster, which had provided for a restoration, as to property rights, of the *status quo ante,* Andros had proclaimed the annulment of Colve's confiscations, and the recession of such property to its former owners. This order created much dissatisfaction among those Dutchmen who had benefited by the confiscations. Even those of the Dutch who had not profited in this way by the confiscatory policy of Colve were far less content with English rule than they had been when the English, under Nicolls, had first taken the island. One reason for this had been, that when Stuyvesant was director-general, New Netherland had been under the rule of the West India Company, which had denied to the burghers many of the liberties and rights which had been theirs in the Fatherland, while exacting constant tribute from their commerce and industry. When Colve recaptured the province, however, they had hoped, as direct subjects of the States-General, to receive the benefit of Dutch civil and religious liberty, and burgher government such as was enjoyed by the people of the Netherlands; and which they much preferred to the Duke's Laws, even when administered by such well-intentioned governors as Nicolls and Lovelace.

In 1675 the governor and Council passed an ordinance which, after reciting the fact that there had been recent changes in the government, and that other oaths had been imposed upon the inhabitants of New York, stated that all persons intending to remain in New York must take oaths of allegiance and fidelity to the King of England and the Duke of York, at such times and places as might be appointed by the magistrates in the various places throughout the province. In response to this, eight of the foremost Dutch citizens, Cornelis Steenwyck, Johannes de Peyster, Johannes van Brugh, William Beekman, Jacobus Kip, Anthony de Milt, Ægidius Luyck and Nicholas Bayard, expressed their willingness to take the oath on condition that Governor Andros should confirm the pledge of Governor Nicolls, to the effect that the capitulation of August, 1664, was not in the

least broken by any words or expressions in said oath; and when questioned by the governor, declared that they only wished to be assured of future freedom of religion, and of exemption from the duty of fighting against their own nation in time of war. Andros declared that they must take the oath without conditions; and upon their again declining to do so issued to the sheriff a warrant for their arrest, on the charge of being factious and seditious persons who were endeavoring to foment disturbance and rebellion. The eight men petitioned the mayor and aldermen to intercede with the governor on their behalf, that they be not compelled to take the oath or to bear arms against Dutchmen; but the Mayor's Court recommended that they be held in bail of £200 each, for trial at the next session of the Court of Assize, and this was done.

Pending the meeting of the Assize Court the eight men, through Steenwyck, sent a petition to the States-General of the United Netherlands, asking that through their ambassador their case should be laid before King Charles, and to urge that the Dutch residents of New York should be allowed the privileges which were given them by the capitulation of 1674, and which they believed to have been confirmed by the Sixth Article of the Westminster Treaty of 1674, restoring the *status quo*. The Dutch ambassador brought the matter to the notice of the Duke of York, but he said he had no knowledge of any previous concession to the Dutch residents on the basis of any capitulation. The duke did, however, through Sir John Werden, remind Andros of his desire that all the residents of New York should be treated with all possible humanity and gentleness, consistent with the preservation of the honor and safety of the provincial government.

The Assize Court met in October, and the burghers were arraigned. De Peyster took the oath without further protest, but the others went to trial on charge of unlawfully refusing to swear allegiance; and also with violating one of the navigation acts which forbade aliens to trade in any of His Majesty's plantations. They were found guilty upon both counts, and their property was attached, but finally taking the prescribed oath, the proceedings were dismissed.

Another case which caused discontent among the Dutch inhabitants was connected with their fear that English rule would mean a loss of religious liberty, and the placing of them under the rule of bishops. With Andros had come Rev. Nicolaus van Rensselaer, youngest son of Killaen van Rensselaer, the first patroon of Rensselaerswyck, and brother of Johannes van Rensselaer, second patroon. Both of these patroons remained in Amsterdam; the patroonship being managed successively by Jan Baptist and Jeremias van Rensselaer, sons of the first patroon. Nicolaus, who had studied for the ministry, in Holland, had been licensed there according to the rules of the Reformed

Church. Becoming a *protégé* of the Stuarts, he went with them to England, at the Restoration, and received ordination at the hands of a bishop of the Church of England, becoming pastor of a Dutch congregation in Westminster. When Andros came to America, the young pastor came with a letter from the Duke of York, recommending him to Andros for appointment to any benefice that might become vacant at New York or Albany. Andros, to whom any recommendation of the duke appealed with the force of a command, sent him to Albany with a letter to Domine Schaats, directing him to receive Van Rensselaer as a colleague. Domine Schaats protested against the irregularity of the proceeding, but submitted; but soon accused him of false preaching, and a church trial, at Albany, found him guilty of heresy.

Domine Van Nieuwenhuysen of the church at New York, had previously, while Van Rensselaer was in the city during the progress of the burghers' trial, refused him permission to administer the sacrament of baptism in his church, saying that he was not a lawful minister of the Reformed Church; that he had been "palmed off" on the church at Albany, but not legally called to that charge. Van Rensselaer had appealed to the governor and Council, and Van Nieuwenhuysen had submitted a written statement of his ecclesiastical view, which he and his Consistory argued at length before Andros and the Council. The Domine disclaimed any aspersions against Anglican orders, but declared that without a pledge to conform to its practices, no minister could lawfully administer the sacraments in a Reformed Church. The case ended by a written pledge of conformity to the usages of the Dutch Communion on the part of Van Rensselaer.

After his return to Albany, Van Rensselaer offended again by some dubious expressions from the pulpit, by which the congregation felt scandalized; and a complaint was lodged against him in 1676, by Jacob Leisler, who was a deacon in the church at New York, and Jacob Milborne, an Englishman then resident in Albany; with the result that the Mayor's Court of Albany imprisoned him. Upon this he appealed to the governor, who ordered his release, and directed that Leisler and Milborne should give bonds to show good cause for his arrest. Leisler refused to do this and was himself ordered under arrest. The case then came up before the governor and Council, with the result that the case was referred back to the Albany magistrates, and settled by a compromise, Leisler and Milborne being compelled to pay the costs of the suit.

While thus officially settled, the parishioners were by no means satisfied with the ministrations of Van Rensselaer, against whom there were strong personal, as well as ecclesiastical objections; and they were much relieved when, a year later, he was deposed by Governor Andros for his notoriously offensive manner of living.

Nicolaus van Rensselaer had previously petitioned Andros to appoint him director of Rensselaerswyck, in place of his brother Jeremias, who had recently died. Jeremias' widow, who was a daughter of Oloff Stevensen van Cortlandt, and her brother, Stephanus van Cortlandt, resisted the application, but finally agreed to joint control, which continued for several years until the death of Domine Van Rensselaer; when Kiliaen, son of Jan Baptist van Rensselaer, and Kiliaen, son of Jeremias van Rensselaer, became joint administrators; the first-named Kiliaen ranking as the third patroon and first lord of the manor of Rensselaerswyck, until his death in 1687; when the other Kiliaen, his cousin, became the fourth patroon and second lord of the manor. He and his brother Hendrick, both sons of Jeremias and the daughter of Oloff Stevensen van Corltandt, were ancestors of the entire American family of Van Rensselaer.

At the time of King Philip's War, Governor Andros offered his aid to the authorities in New England; but they were more afraid of recognizing the authority of the Duke of York than they were of the Indians, for the duke was insisting upon the Connecticut River as his boundary. Andros, however, did valuable, if unsolicited, service by entering into a pact with the Iroquois, which kept them from siding with King Philip.

Several town officials and individuals on Long Island, and elsewhere in the province, were arrested during this period upon charges of seditious acts and words, evincing widespread discontent. The main cause of disaffection was, that the oft-repeated requests for an assembly were not granted. Letters from the duke to Governor Andros indicated that the requests had been sent to England with the recommendation of the governor that they be granted. But James was a Stuart, and the Stuarts had experiences with Parliaments, which made them averse to establishing representative government in royal colonies. In his letters he told the governor that the assembly idea seemed to him to be dangerous and likely to create disturbances, but declared himself ready to reconsider the subject if the governor persisted in his recommendations.

As there were private matters which made it advisable for Governor Andros to visit England, he received permission to do so; and in November, 1677, he sailed, leaving matters in the province in charge of Lieutenant Brockholls, first councilor. He was given a cordial reception at court, and knighted by Charles, as an approval of his services in the government of New York. He left England May 27, 1678, and after a long voyage in a New England merchant ship reached New York August 7. When he left England it was thought that a new war was imminent, Charles having concluded a Treaty of Alliance with the States-General of Holland, and Parliament having voted him a large sum of money to make war, as an ally of

Holland, against Louis XIV. But when this coalition threatened, Louis determined to make peace with the Netherlands and in August the Peace of Nimeguen was concluded. But in May, when Sir Edmund Andros sailed, war seemed certain; and the duke, who was Lord High Admiral on colonial seas, had given Sir Edmund a commission to serve as vice admiral within the borders of his government, and to establish an admiralty court in New York. One of his first acts, therefore, after his return to New York, was to confer admiralty jurisdiction upon the Mayor's Court.

New Jersey, which had been divided into two parts, that bordering on Delaware Bay and River being called West Jersey, over which Sir Edmund Andros assumed fiscal control, while the other portion, accessible through the Bay of New York, was administered by Sir George Carteret, with the seat of government at Elizabethtown. The duke, who had given and afterward revoked a patent to Berkeley to the portion called West Jersey, and had similarly granted East Jersey to Sir George Carteret, was trying to get back control of Jersey; and as Andros' commission included New Jersey, as well as New York, Nantucket and Pemaquid, he was instructed to assert the authority of the duke in East, as well as West Jersey. After the death of Sir George Carteret, in 1680, Philip Carteret, who was governor of East Jersey, was instructed to use no authority without the sanction of Governor Andros. Ignoring the inhibition, Philip Carteret was arrested and thrown into jail in New York. But though Andros presided over the court, and its members were his appointees, the jury acquitted Governor Carteret, who, however, was compelled to give bonds to exercise no authority until the matter was decided in England. The duke submitted the entire matter to Sir William Jones, the most eminent lawyer in the United Kingdom at that time. He decided the case fully and unequivocally against the duke's contention, with the result that the duke confirmed Governor Carteret's authority, forbidding the government of New York to interfere with him, and giving new grants both for East and West Jersey which separated them entirely from the jurisdiction or supervision of New York.

Several complaints had been sent to England about the administration of Andros, and the duke sent John Lewin to New York with a commission as special agent and a summons to Governor Andros to return at once to England, leaving his government in charge of Lieutenant Brockholls. The duke and his secretary both sent friendly letters to Sir Edmund. Lewin was also commissioned to prepare a fiscal report in regard to investigation as to the revenues of the government, the trade of all parts of the province, and similar matters

When Lewin reached New York, in October, 1680, Sir Edmund was in Boston in connection with some negotiations concerning the Indians; but as

soon as he returned he gave notice of Lewin's commission, to all the courts of the province; did what he could to aid Lewin in his investigation, held a meeting with all the justices, in November, receiving from each a report of the condition of his district. Leaving Lieutenant Brockholls in charge, with the title of Commander General of the Province, and a special commission as chief of the militia; and giving Lady Andros a power of attorney to attend to his private affairs, he sailed for England, leaving New York, January 11, 1681. He probably expected to return to his governorship, and for two years and a half Commander Brockholls reigned in his stead; but Sir Edmund Andros was made an officer of the king's household; sent for Lady Andros, and did not return to America until 1686, when he was appointed by King James II to the office of Governor General of the Dominion of New England.

Andros has been written down in history, by most authorities, as a tyrant; but the more modern view modifies to a considerable extent, the estimate of him given by the early New England historians. He was a soldier and a royalist, with a very strict view of obedience to his superiors, and of a like obedience to himself by his inferiors. But he was a believer in and a practiser of religious tolerance, and while many of his acts were distasteful to the people, it was not because he was tyrannical on his own initiative, but for the reason that he was obediently carrying out the orders of his royal master. He pleaded with some insistence for permission to establish an assembly in New York, and was, no doubt, instrumental in the creation of one, under his successor. In control of the Indian situation he showed masterly ability; and in a complete reorganization of the militia, the repairing of the fort and strengthening the defenses of the harbor of New York, and augmentation of the public revenue, he showed superior qualities of executive skill.

The complaints against Andros which had led to his recall, were chiefly to the effect that he had given preference to Dutch over English traders; added to charges in connection with the Carteret matter, before mentioned. An examination of the charges, which Andros courted, led to his complete exoneration, and a royal compliment upon the success of his administration: his appointment as a "Gentleman of the King's Privy Chamber."

Commander Brockholls found the task which Governor Andros had left him a difficult one; and was not a sufficiently strong man to cope with it successfully. The customs rates made his first trouble. They had been established, under the orders of the duke, for three years, in 1674, and renewed in 1677 for a second period, which expired in November, 1680. The duties were collected as before, without a formal order by Andros, and when he went away he left no instructions to Brockholls, except that all things should continue as they then were.

Brockholls went up the river to Albany; Captain William Dyre, who was collector of customs as well as mayor of the city, was ill of a fever. A vessel came from London, and unloaded her goods, which were taken by the consignees and placed in their warehouses without any declaration to the Custom House. When asked about the matter, each of the merchants made the plea that the customs law had expired by limitation, and refused to pay any duties.

When Brockholls returned he called all the available members of the Provincial Council together. Matthias Nicolls, the secretary, was away in England; and John West, the lawyer who was filling his clerical positions, was not a councilor; so the only advice which Brockholls had, was that of Councilors William Dervall, Stephanus van Cortlandt and Frederick Philipse; all of whom were merchants. They decided that they had no power or authority to continue the collection of customs duties without orders from home. By this time other goods had arrived, and had been detained by Collector Dyre, for unpaid duties. Following the decision of the Council, to which Commandant Brockholls made no demur, the merchants affected sued Collector Dyre for unlawful detention of their goods; and on May 31, 1681, the Mayor's Court ordered him to deliver the goods to the consignees. On the same day a number of merchants, headed by Samuel Winder of Staten Island, filed with the Provincial Council a charge of high treason for having collected duties after the rates had expired. The commander, in Council, sent this charge to the Mayor's Court for further consideration. The mayor, who was also the defendant, was absent from the court, as were also the sheriff and two aldermen when this charge was presented. Those present were William Beekman, the deputy mayor; Peter Jacobsen; Samuel Wilson, and James Graham. They considered the matter, and returned as their unanimous opinion in which they informed the commander, that their court had no power to punish capital crimes, in which class was the crime of high treason, with which Captain Dyre was charged. Furthermore, as Captain Dyre was a member of the Provincial Council, was mayor of the city, and chief member of their court they could not further examine or meddle with it. The onus of further action being cast upon him, the commander, in Council, committed Dyre for trial at the regular autumn session of the Court of Assizes; but at Dyre's request, changed the order, to have the matter come up at a special session to be at once convened.

The court, which convened on June 29, and was in session four days, was composed of Commander Brockholls, his three councilors, the alderman of the city, John Young, high sheriff of Yorkshire; twelve justices of the peace from the three ridings of Yorkshire; Thomas Delavall, justice of the peace of Esopus; John West, who, besides being clerk of the court, sat as justice of

the peace for Pemaquid and other parts eastward. The grand jury of twenty-four were all English, except one Dutchman, Cornelis Steenwyck. They found a true bill against Captain Dyre for high treason. The court ordered the defendant into custody as the king's prisoner, and Commander Brockholls demanded from him that he surrender his commission and the seal of the city; which request Dyre, on the ground that he had received them from Governor Andros, declined to do.

When he was brought into court for trial, on July 1, and the indictment was read to him, Dyre pleaded "not guilty;" and then, after a score of witnesses for the prosecution had been examined, he demurred to the jurisdiction of the court, on the ground that like its members, he had received his commission from the Duke of York; and that one part of the government could not proceed against another part. This seemed to impress the court, which ordered that Captain Dyre be sent to England for trial; and that his chief accuser, Samuel Winder, give a recognizance of £5000 to prosecute him in the English courts; and a committee of five was appointed to draft a letter to the secretary of state, giving an account of the proceedings against Captain Dyre, and stating that the court was sending him to England to be tried because he, like the members of the court, held a commission from the Duke of York; and because the charge against him was that of high treason.

Dyre, together with the letter to the secretary of state, were sent to England by the ship Hope. On the same vessel went a petition from the court and the grand jury, to the duke, setting forth the burdens under which the colony labored while the people were denied the rights enjoyed by Englishmen at home or in other colonies; and asking for a government consisting of a governor, council, and an assembly to be chosen by the freeholders. Before any reply to this document could have been received, a commission came from Governor Andros to Brockholls, making him receiver general to collect the duke's revenues. Upon the strength of this, Brockholls ordered excise to be collected at Albany. An Englishman of that place refused to pay, and the matter was referred to a jury, which found that there was no law requiring excise to be paid, unless the orders of the governor were to be esteemed as law, in which latter case they would find for the plaintiff; and upon that question they referred the case to the higher authorities in New York. All around there was a spirit of discontent and revolt. Brockholls, in letters to Andros, complained that the government had been subverted and the social condition was one of confusion, disorder, and contempt of authority; and he also told of the general outcry for an assembly.

Even the Provincial Council was inharmonious, and Brockholls deposed William Dervall from its membership, leaving Van Cortlandt and Philipse as his only councilors. John Lewin, the duke's agent, had continued his

investigations, and had much incensed the officials, by ignoring them and taking depositions under oath without any authority from the provincial or local government; and on that charge Lewin was summoned, on complaint of Councilor Philipse, before the Mayor's Court, over which the deputy mayor, William Beekman, presided. Lewin admitted the charge, and the court drew up a declaration, which they forwarded to the duke, declaring that notwithstanding their willingness to aid the agent, he had ignored them, and had preferred to get his information in a clandestine and extrajudicial manner, and that his methods had stirred up scandal and disorder. Lewin soon after returned, with his report, to England.

OLD DUTCH CHURCH IN GARDEN STREET
Erected in 1696

The complaints against Sir Edmund Andros and Captain Dyre were referred to George Jeffreys (afterward the ill-famed chief justice, but then solicitor general for the duke), and to John Churchill, then the duke's attorney-general, but later the great Duke of Marlborough. They examined Matthias Nicolls, secretary of the Province of New York; Lewin, the duke's agent, and several others; and not only acquitted them, but commended them both for efficient service. This, however, did not include the high treason charge against Dyre; which languished, because Winder did not appear to prosecute. After waiting a long while, Dyre having in the meantime been released on bonds, the case was dismissed.

With reference to the customs the duke wrote to Brockholls, bidding him to continue them by some temporary order, and also promised that he would take steps toward the amelioration of conditions in New York. Meanwhile he desired him to keep all magistrates in their places, even though their terms might expire, until further orders from England. But in spite of the duke's orders, the New York merchants paid no more customs duties until they were imposed by a representative assembly. Relief to the strained conditions came with Colonel Thomas Dongan, whom the duke appointed to be governor of New York, with authority to create an assembly.

MAP OF
NEW YORK CITY
From an Actual Survey by
JAMES LYNE
1728
N O R T H R I V E R
E A S T R I V E R
B A Y
Broadway
Broad Way
Wall Street
Pearl Street
Queen Street
Smith Street
Hanover Sq.
Beekman's Swamp
Scale of 100 feet.

CHAPTER TWELVE

THOMAS DONGAN, THE FIRST NEW YORK ASSEMBLY, AND THE CHARTER OF LIBERTIES AND PRIVILEGES

The new governor, Colonel Thomas Dongan, was a member of a prominent Irish Catholic family. He was the youngest son of Sir John Dongan, Baronet of Castletoun, in the County of Kildare; and his older brother, William, who had been created Baron Dongan and Viscount Claine, in the peerage of Ireland, became Earl of Limerick in 1685, on the accession of James II to the throne. His mother's brother, Richard Talbot, was the boon companion of the Duke of York in his younger days, and having become Earl of Tyrconnel, was appointed by James, after his accession to the throne, as viceroy of Ireland, to carry out the plans of the king to drive the Protestant religion out of Ireland.

Colonel Dongan, who was born in 1634, was bred to the profession of arms, chiefly in France, whither his family had gone after the beheading of Charles I, in 1649. He received a commission from Louis XIV in an Irish regiment made up of adherents of Charles I, becoming its colonel in 1674, and taking part in the campaigns against the Netherlands. After the Treaty of Nimeguen, in 1678, when Charles II ordered home all British subjects serving under the French crown, he left that service, in spite of liberal offers if he would remain in the army of Louis XIV. For his loyalty to the Stuarts, and his refusal to continue in the French army, he was commanded to leave France in forty-eight hours; Louis at the same time refusing to pay the sum of sixty-five thousand livres which was due him for arrears of pay, and for recruits.

When he reached London, the Duke of York and the king both honored him. He was given an appointment as colonel in the English army, in 1678, and to compensate him for his losses in France, an annual pension of £500 was settled upon him; and he served for two years as lieutenant governor of Tangier, returning in 1680. He made a short visit to Ireland, then went to London at the invitation of the Duke of York, to whom he became socially attached.

When it had been determined that Sir Edmund Andros was not to go back to New York as governor, the duke selected Dongan to be his successor; and his commission as such was dated September 30, 1682, although he did not arrive in New York for nearly a year later. James, in selecting Dongan, probably had in view plans for the extension of the Catholic religion in the province; but he was, doubtless, actuated by a reali-

zation that this man had many special qualifications for the place. His experience in Tangier had given him some knowledge of administration; he was a soldier of excellent training and record; and he had a knowledge of the French and Dutch languages, which would give him certain advantage in connection with complications over Indian and other questions which had arisen between New York and Canada; and in governing the Dutch residents of New York.

Governor Dongan reached Nantasket, Massachusetts, August 10, 1683, and made the journey from there overland; from Boston he and his considerable retinue were accompanied by several Boston gentlemen and a troop of Boston militia. Crossing the Sound, he found much discontent among the people in the towns of eastern Long Island, who had ever since their separation from Connecticut, maintained a continuous agitation for a representative assembly. These he assured with the statement, that no laws or rates for the future should be established, except by the action of a General Assembly; and on Saturday, August 25, 1683, he arrived in New York.

The following Monday he met the Common Council and other officers at the City Hall, which was then in Coenties Slip, and published his commission; also announcing the duke's instructions that he should give and confirm to the city all the rights and privileges now enjoyed, and such others as might be necessary. The records say that the magistrates escorted the governor back to the fort, and on Tuesday he dined with the corporation at the City Hall, where he also met several of the "old magistrates and ancient inhabitants."

At the time of Dongan's arrival, New York had about four thousand inhabitants. The coming of the new governor practically stopped the dissensions in the province. The duke had given instructions for the reappointment of Anthony Brockholls as chief councilor, and of Frederick Philipse and Stephanus van Cortlandt, and other "eminent inhabitants," not exceeding ten in number. The duke also ordered that John Spragge, who came with Governor Dongan, should succeed John West as secretary, and that Lucas Santen should take the place of William Dyre as collector and receiver general. Governor Dongan added John Young to the membership of the Council and later Lewis Morris, who was also a member of the Council of East Jersey.

Although the duke's written orders in regard to the government of the province were quite explicit, they contained no word in regard to religion; a feature which caused much anxiety among the inhabitants, and particularly the Dutch. The pastor of the Dutch Church at this time was Domine Selyns, who had served congregations on Long Island and at the Bouwerie Village, but had returned to Holland in 1664. He had served parishes in the Father-

land, and had resisted all invitations to return to New Netherland; but when on Domine Van Nieuwenhuysen's death, there had come a call from the New York Church, he had accepted, and came to the city in 1682. He, with the other earnest Protestants, had heard with misgiving that the new governor was a Roman Catholic; which feeling was much accentuated when it was found that the private chaplain who came with Governor Dongan, Father Thomas Harvey, of London, was a Jesuit priest. To the governor went the good domine, with some trepidation, and asked as to the plans he had in regard to freedom of religion. He came away from the interview fully reassured, the governor saying that the orders of the duke contemplated full liberty of conscience; and much impressed with the knowledge, refinement and modesty of the new ruler of New York. Besides Domine Selyns, who held two services in the church on Sunday, there was a French congregation which met after Selyn's second service; its pastor being Domine Pierre Daillé, who had been a professor in the Huguenot College at Saumur, France, and had been sent out by the Bishop of London to serve the French congregation. Immediately after Selyn's morning service, Rev. John Gordon, a presbyter of the Church of England, who had been sent out by the Bishop of London to serve as chaplain of the garrison at Fort James, held a service in English every Sunday for members of the Anglican Communion. These four services in one church building represented a degree of intersectarian tolerance which could be found in no other part of old or New England at that time.

Governor Dongan, pursuant to the duke's orders, called for the election of a General Assembly, which convened October 17, 1683. It was to have been composed of eighteen members, but only seventeen responded. The journal of the proceedings of this important body is lost, so that it cannot be told who was the absent member. Matthias Nicolls, one of the four members from Manhattan, was chosen speaker of the Assembly, and among the other members were Henry Beekman and William Ashford of Esopus; Giles Goddard of Pemaquid, and Samuel Mulford of Easthampton, L. I., who was one of the two members from the East Riding of Yorkshire. John Lawrence, of the city, was a member either of this assembly or the second one, which met in 1685, and probably of both; and William Nicolls, who was a son of Matthias Nicolls, and a lawyer, was also, in all probability a member from the city; for he claimed in after years to have been author of the principal act of the assembly which was entitled "The Charter of Liberties and Priviledges Granted by His Royal Highnesse to the Inhabitants of New-Yorke and Its Dependencies."

This was a bold and progressive pronouncement for those days; its first declaration being that "the supreme legislative authority under His Majesty and Royal Highness James, Duke of York, Albany, etc., Lord Proprietor of

the said province, shall forever be and reside in a Governor, Council and the people met in General Assembly." This is notable as being the first time "the people" were ever mentioned in a legislative declaration of the ruling powers in government. This charter guaranteed to every freeholder the right to vote freely for members of assembly; provided for the holding of a session of the General Assembly once in three years at least; forbade the governor to take any action without the advice of his council; provided for the districting of the province into twelve counties, and specified the number of their representatives. The other provisions of the charter took the character of a bill of rights and evidently had their inspiration in the Petition of Rights, which received the assent of Charles I in 1628; guaranteeing against arbitrary taxation, arbitrary arrest, martial law, the billeting of soldiers and marines in the time of peace, and granting the ancient English rights of trial by jury, and of grand inquest in grave criminal or capital cases. It provided for religious liberty of all classes of Christians, providing that "no person or persons which profess faith in God by Jesus Christ shall at any time be any ways, molested, punished, disquieted or called in question for any difference of opinion or matter of religious concernment, who do not actually disturb the civil peace of the province." Each town might by a two-thirds vote, establish any communion it pleased, and all inhabitants were then obliged to contribute to the support of that communion, whether they chose to set up other churches in the town or not. The "Charter of Liberties and Privileges" was passed by the Assembly, October 26, 1683, assented to by the governor and Council October 30th, and thus became a law, subject only to the veto of the Duke of York.

The Assembly also passed a revenue bill, which provided for an excise on liquors, export and import duties; and this bill, proclaimed by the governor November 1, stopped all cavil about the rights of the duke's collector. The Assembly passed an act creating twelve shires or counties. Duke's County comprised Martha's Vineyard and Nantucket; Cornwall County was the Pemaquid region in Maine; and the other ten counties, which, with some changes in boundary are still in existence, were New York, Richmond, King's, Queen's, Suffolk, Westchester, Dutchess, Orange, Ulster and Albany. Also a naturalization law; a law for registration of land papers having to do with property worth £50 or more; and other Acts relating to courts, to criminal offenses, to rewarding the killers of wolves; an act fixing the allowance to representatives, at ten shillings a day for each day of service and for sixteen days of travel, to be paid by the respective counties. In all there were fifteen bills which were passed; and Captain Mark Talbott, appointed as a special messenger for the purpose, left early in December, carrying copies of these enactments to London for the approval of the duke

and the king. The documents were first submitted to the duke's advisers, and then to those of Charles, who were much more critical, preparing a document of "Observations" with regard to the charter in which several objections were embodied, covering every provision of the charter except that providing for religious liberty; the chief implications of these criticisms being that the charter emphasized too much the power of the people, and minimized too much the authority of the governor in council.

Charles II died February 6, 1685, and the Duke of York became King James II. New York was no longer a proprietary, but a royal province. So the "Observations," intended to be advisory to Charles, went to James, March 3, 1685; and the king decided not to confirm the charter. This did not invalidate the charter, but left it in full and binding effect until the king should take up the matter again and veto the bill, should he desire to do so.

The accession of James II was celebrated in New York on April 23, 1685, the date of the coronation of the new king and his queen, Mary of Modena, the militia parading in honor of the event. The governor in council, meeting May 12, drew up an address to the king, to whom Governor Dongan personally addressed a letter of congratulation.

The legislature had met in a second session in October, 1684, Matthias Nicoll again being speaker, and Robert Hammond being clerk, in place of John Spragge. It made thirty-one laws, chiefly in relation to legal matters and the procedure of courts, but also including laws in regard to marriage; regulating brewing; one forbidding slaves and bond servants to engage in trade, and prohibiting all persons from trusting them for drink or other commodities, and authorizing justices to impress men, horses and boats, to capture and return slaves who should escape from bondage.

Following the custom in England, where the tenure of the House of Commons expired at the death of the king, Governor Dongan dissolved the Assembly, but immediately after its dissolution, he issued writs to the sheriffs of each of the twelve counties, in accordance with the law passed in 1683, for the election of a new assembly. This assembly met in October, 1685, and passed some laws concerning the courts, and penalizing drunkenness, Sabbath breaking and profanity, which were approved by the governor, and others which he vetoed. The speaker of this assembly was William Pinhorne, an English merchant. No list of the members has been preserved.

William Beekman was succeeded, under Dongan's appointment, by Cornelis Steenwyck as mayor, in 1683, and James Graham, a Scotchman, was appointed to the office of city recorder, John West being continued as clerk. In October, 1684, occurred the first election for aldermen, assistants, constables and assessors. One of those elected was Nicholas Stuyvesant, second son of Governor Stuyvesant. As provided by law, the magistrates submitted

to the governor a list of seven names from which a mayor should be chosen, and he selected Gabriel Minvielle, a French merchant, who had married a daughter of John Lawrence. In October, 1685, Nicholas Bayard became mayor of the city.

Although in New Netherland burgher government for the city had been granted by Governor Stuyvesant at the command of the West India Company, and it had been organized in 1653, it was a city without a charter, and one absolutely under the autocratic supervision, first of Stuyvesant, and afterward of the English governors. During thirty-three years there had been a demand for representative government and a charter; but neither the Dutch West India Company nor the Duke of York were in favor of any large measure of popular government. To Governor Dongan was left the honor of giving to New York its first charter, ever since prized by the city as a part of its inheritance of freedom. The charter, which bears date April 22, 1686, is in the City Hall, preserved in a tin box, which also contains the later Montgomerie Charter.

The charter runs from "Thomas Dongan, Lieutenant-Governor and Vice Admiral of New York and its Dependencies, under His Majesty James (the second) by the Grace of God, of England, Scotland, France and Ireland, King and Defender of the Faith, Supreme Lord and Proprietor of the Colony and Province of New York and its Dependencies in America." It recites that New York is an ancient city within said province, and that the citizens of the said city have anciently been a body politic and corporate and have enjoyed divers and sundry rights, liberties, privileges, etc.; not only from divers governors and commanders in chief of said province, but also of the several governors and directors of the "Nether-Dutch Nation," while the same was under their power and subjection; also that divers lands, tenements and hereditaments, etc., had been granted to the citizens and inhabitants of that city; sometimes by the name of schout, burgomasters and schepens of the city of New Amsterdam, sometimes by the name of the mayor, aldermen and commonalty of the city of New York and other names; and had built several enumerated public buildings, bridges, wharves and docks; had established a ferry, and that the inhabitants of the city and "Manhattan's Island" held various lands, messuages, etc., from and under His Most Sacred Majesty.

All these enumerated rights, liberties, privileges, lands and properties were by the charter confirmed to the mayor, aldermen and commonalty of the city of New York. The charter also provided that the mayor, aldermen and commonalty of the city of New York should form a body corporate and politic, to be composed of a mayor, recorder, town clerk, six aldermen and six assistants; that there should also be a chamberlain or treasurer, one sheriff, one coroner, one clerk of the market, one high constable and seven subcon-

stables and one marshal or sergeant-at-mace. Nicholas Bayard, then mayor, was designated as mayor; James Graham, recorder; John West, town clerk; Andrew Brown, John Robinson, William Beekman, John Delavall, Abraham de Peyster, and Johannes Kip, aldermen; Nicholas de Myer, Johannes van Brugh, John de Brown, Teunis de Key, Abraham Corbit, and Wolfert Webber, assistants; Peter de Lanoy, chamberlain; John Knight, sheriff; Jarvis Marshall, marshal; and directed that the high constable should be appointed by the mayor. The charter provided for the annual election in each of the six wards of the city, on the feast day of St. Michael the Archangel, of one alderman, one assistant and one constable for each ward, and one constable for each division of the out ward.

Besides the confirmation of the title of the city to all of its property then held, it also gave the city title to all the waste, vacant, and unappropriated lands on "Manhattan's" Island, extending to low water mark; and all waters, rivulets, coves, creeks, ponds, water courses in the city and island, and all hunting, fishing and mining privileges; for which an annual quitrent of one beaver skin per year was to be paid. The indorsement on the back of the charter, of these quitrent payments until 1773, is an interesting detail of the original document now in the City Hall. Excepted from the transfer were Fort James, a piece of ground by the gate called the Governor's Garden, and, without the gate, "the King's Farm, with the swamp next to the same land by the Fresh Water," the latter being the property granted in 1705 to Trinity Church. The charter gave the mayor, recorder and aldermen the right to hold a court of common pleas for cases of debt and other personal actions. It went into numerous details in reference to the powers and duties of the municipality. The document was prepared with great care, and dealt in a liberal and enlightened spirit with corporate and private rights. Though dated April 22, it was actually signed by the governor April 27, 1686. Albany received a charter July 22, following, with Peter Schuyler as its first mayor.

In England trouble was brewing for the colonies in America. James and his advisers had devised plans for closer royal control of these colonies. To carry out this idea the eastern colonies had been consolidated into the "Territory and Dominion of New England in America," of which Sir Edmund Andros was commissioned as "Captain-General and Governor-in-Chief." A new commission was also issued to Dongan, dated June 10, 1686, creating him the king's Captain General and Governor in Chief over his "Province of New York and the territories depending thereon in North America."

Instructions from the king, dated May 29, 1686, reached Dongan with his new commission. They included a veto of the Charter of Liberties and Privileges, passed by the General Assembly of New York, in 1683, and

declaring its repeal; but continuing in force all other laws of the province. The instructions also were, that all legislative power should be in the hands of the governor and Council; and at a meeting on December 9, 1686, the Council decreed that the revenue, and all other laws passed since 1683, except those which His Majesty had repealed, should continue in force until further consideration; and on January 20, 1687, issued a proclamation declaring the dissolution of the General Assembly of the Province of New York. The king's instructions further charged the governor that "as much as great inconvenience may arise by the liberty of printing within our Province of New York" he should provide that no person should keep any printing press or do any printing without his special leave or license. Still another provision contained an inhibition against trading in the river of New York by East Jerseymen or others, and required that all goods passing up the Hudson River should pay duties at New York.

The latter provision was intended to remedy a condition which was found very prejudicial to the welfare of New York, from which much trade was deflected, because by land and sea goods found their way to New Jersey, where there was neither excise, customs or export duties.

By this time New York had grown to an important city of eighteen thousand inhabitants. In February, 1687, Dongan made a comprehensive report to the Plantations Committee in London, descriptive of the city and the entire province; its conditions and problems. He said that it was his belief that not more than twenty English, Scotch or Irish families, had arrived in New York from England; but that many French families had come from St. Christopher's and from England, and many Dutch families from Holland; in fact the foreigners in the Province of New York so outnumbered the native-born subjects of His Majesty that he recommended the adding of the government of New York to that of the neighboring colonies in order that a more equal balance might be kept between the natural born and foreign elements, the latter being the prevailing part in New York. As to the distribution of the population religiously, he said: "New York has a chaplain belonging to the fort, of the Church of England; secondly a Dutch Calvinist; third, a French Calvinist; and a fourth a Dutch Lutheran. Here be not many of England; a few Roman Catholics; abundance of Quaker preachers, men and women—Singing Quakers, Ranting Quakers, Sabbatarians, anti-Sabbatarians; some Anabaptists, some Independents, some Jews; in short of all sorts of opinions there are some, and the most part of none at all."

Dongan's view was that the Jersey Provinces and Connecticut should be annexed to New York, and Pemaquid to Massachusetts. When Sir Edmund Andros came to take his government of New England, he asked Connecticut to surrender her charter and become part of New England, to which Pemaquid

had been added. Governor Dongan contended that having lost Pemaquid, he should be compensated by the annexation of Connecticut to New York; but as the king decided the question, Andros took into his hands the government of Connecticut, October 31, 1687; annexing it to Massachusetts and other colonies of New England under the rule of Andros as captain general.

Dongan's attention was much taken up, during this period, with the Indian problem, and French aggression in the Indian Country, which he handled in a masterly way. The French had pursued the Iroquois Indians in New York territory, had seized fifty Indians and sent them to France to serve in the galleys. Dongan held a conference with the Indians, at Albany, in August; and agreed to supply them with arms and ammunition, though he would not agree to aid them with white troops. The French had threatened to destroy Schenectady and Albany; and Dongan determined to spend the winter in Albany, leaving Major Brockholls in charge of his duties in New York City, and admitting James Graham as a member of the council. Before he left he appointed Stephanus van Cortlandt to be mayor of the city, and in September had sent John Palmer to England to lay before the king the Indian situation, and the conduct of the French in Canada. Dongan held to the view, originally formulated by Governor Andros, that the Five Nations were British subjects, and this theory being adopted by King James, he wrote, November 10, 1687, instructing Dongan to defend and protect the Iroquois Indians from the Canadians, to build all necessary forts, to employ the militia of New York, and to call on all the neighboring English colonies for aid.

On the other hand, the French king complained to James of the actions of Dongan; and James, who was anxious to be on good terms with Louis, consented to an agreement by which English and French commanders in America were directed to commit no act of hostility against the territories of either of the kings. Notwithstanding this agreement, the French became troublesome in the spring, and in May, 1688, Dongan again went up the river with a force of soldiers to watch the enemy; appointing Stephanus van Cortlandt, Frederick Philipse and Nicholas Bayard to take charge of provincial matters as temporary administrators.

James, the king, had in the meanwhile been working on the problems of consolidation of his dominions in America. The New England colonies were assuming an independent attitude; were wedded to ideas of representative government very obnoxious to a Stuart, for it was through such ideas at home that James' father had lost his head. Dongan's recommendation about New Jersey and Connecticut had made an impression on him, but Connecticut had already been joined to New England by Sir Edmund Andros. He therefore decided to join New York and New Jersey to the other colonies absorbed

by New England, and issued a new commission to Sir Edmund Andros, March 23, 1688, to be governor general of the entire "Territory and Dominion of New England, covering all of British North America from Passamaquoddy to Delaware Bay and across the continent from the Atlantic to the Pacific, only excepting "our Province of Pennsylvania and Country of Delaware." The king wrote, April 22, 1688, to Governor Dongan instructing him to turn over to Governor-General Andros the seals and records of the Province of New York, when he should come to the city to receive them. This letter reached Dongan in July. He ordered the letter read in council and spread upon the records of the province, but continued to govern the province for some weeks afterward; his last official act on the record being a law made by him and promulgated August 2, 1688, prohibiting shoemakers to use "the mystery of tanning hides." When Governor-General Andros arrived, August 11, 1688, he was received by an infantry regiment commanded by Colonel Nicholas Bayard, and a troop of horse. Governor Dongan then resigned his authority to Andros.

Dongan, in compensation for his loss of his governorship, was offered by the king the command of a regiment with the rank of major general; but the offer was declined by him, because he had a great liking for New York, and property interests in the city and neighborhood which required his attention. He had a home in the city, and a beautiful garden, of several acres, fronting on Broadway, between Maiden Lane and Ann Street; where he spent many of his leisure hours among his flowers. He had also purchased, in 1687, a manor house with about twenty-five thousand acres of land on Staten Island, which he formed into the "Lordship and Manor of Cassiltowne," named after his father's estate at Castletoun in the County of Kildare. He is also said to have owned several plots on Manhattan Island, and some land on Martha's Vineyard.

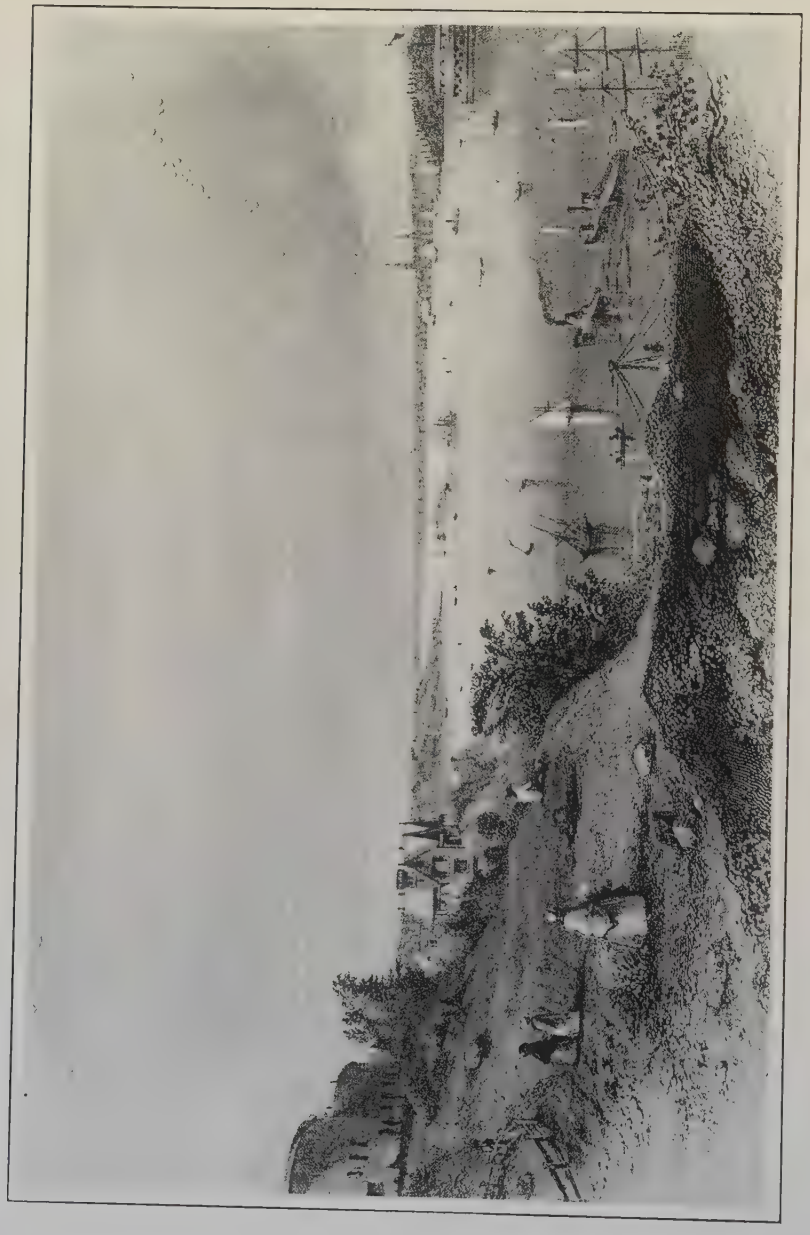
After the flight of King James to France, a rumor was prevalent in New York that some of the Jacobins in New York had plotted to seize the colony; and because of Dongan's well-known loyalty to the Stuarts, and the fact that he was a Roman Catholic in religion, a rumor was abroad that he was at the head of a conspiracy to burn the city; and that he was harboring a band of "Papist" co-conspirators on his Staten Island estate. There were no concealed Papists, and there was no conspiracy; but when Jacob Leisler assumed control of New York he had Dongan's hunting-lodge on Staten Island searched for arms. Four guns found there were regarded as evidence of guilt, and Dongan went into hiding. He had a brigantine in the bay and had hoped to sail in it for England, but the weather was bad and so he made his way overland to New London, where he was joined by Sir Edmund Andros. He afterward returned to Hempstead, Long Island, but warrants

having been issued for him and other coreligionists, in 1690, he went to New Jersey and thence by sea to Boston, from which place he sailed to England, in 1691.

His brother, Earl of Limerick (created 1685), followed James to France and died at Saint Germain, in 1698; but his estates were confiscated and given to the Earl of Athlone; so Thomas Dongan succeeded to his brother's title without the estates. The estates were afterward restored to him upon condition that he should redeem them by paying those who had purchased parts of the estate from the Earl of Athlone. This charge, and his brother's debts, left him a very meager income, and only a portion of the amounts due him for advances made when governor of New York, and for his arrears of pension. He died in London, December 14, 1715, and he lies buried in the churchyard of the parish church of St. Pancras in that city.

His property in America had been in charge of agents, but he later had transferred it to his nephews Thomas, John and Walter Dongan. His nephew Thomas sold the farm at Hempstead to pay the governor's debts, and the three brothers retained the Staten Island property, which descended to the heirs of Walter Dongan, because his brothers died without issue.

Governor Dongan's administration was marked by many excellencies and few defects that were chargeable to him personally. He was generous and tolerant, just and urbane, desirous not only to be a faithful servant of his royal master, but also to promote the peace and happiness of the people under his government, whose rights and liberties he respected and upheld. None of the royal governors excelled him in the essential qualities of statesmanship and administrative ability.



NEW YORK BAY FROM STATEN ISLAND, OVER FIFTY YEARS AGO

CHAPTER THIRTEEN

END OF STUART RULE IN NEW YORK THE LEISLER TROUBLES, AND GOVERNOR SLOUGHTER'S ADMINISTRATION

When Sir Edmund Andros arrived in New York, August 15, 1688, the change of governors created no dissatisfaction, because he was personally a very popular man. It did not please the people, however, that the Province of New York should be merged with the other colonies as a part of New England. Andros was, however, well received during his short stay, which was ended by Indian troubles on the frontier between New York and Canada. When he left New York he went to Albany to resume his old friendship with the Iroquois, and to give the Indians assurance of coöperation against the French.

Lieutenant-Governor Francis Nicholson, who had been left in charge at Boston, was sent for by Andros to go to Albany and take part in these negotiations; and when they were completed Andros ordered Nicholson to New York, and himself went to Boston, where his presence was needed because of Indian troubles in Maine.

Lieutenant-Governor Nicholson arrived at New York, October 1, 1688, and took up the reins of government, aided by the council, which was composed of Frederick Philipse, Stephen van Cortlandt, Nicholas Bayard and Joseph Dudley. Nicholson was favorably received, but many of the people were, soon afterward, considerably alarmed when Father Thomas Harvey, the Jesuit priest who had come from England as the private confessor and chaplain of Governor Dongan, was permitted to equip an apartment with images of saints, and to minister publicly to Roman Catholic worshippers.

King James had aroused Protestant resentment in England by his acts aiming at the reëstablishment of Roman Catholicism in England. In America the feeling against him was especially strong in the New England colonies, where anything that favored Catholicism was frowned upon, and there was, in fact, little toleration in that region for any religion or sect except Congregationalism. In New York, as has been shown, there had been great tolerance, and under Dongan, himself a Catholic, none of the Protestant denominations had anything to complain of, so far as any hostility on the part of the provincial government was concerned. Dominant factors in the governmental policy of James II were the desire to reëstablish the Catholic Church as the State Church of England, and the upbuilding of kingly as opposed to parliamentary power. Of a piece with his policy at home was that applied to the colonies, as manifested by his dissolution of the New

York Assembly and combining all power in the governor in council, and by his consolidation of New England under one government, with Sir Edmund Andros in viceregal charge.

On November 5, 1688, William of Orange landed in England at Torbay; in the following month James II fled to France, and February 13, 1689, William and Mary were proclaimed king and queen of Great Britain. When the news reached Boston there was "a buzzing among the people," so Andros said; that the buzzing became a roar, and in two days grew to a revolution; and on April 18, 1689, he was deposed and imprisoned. The following year he was sent to England under charges made by a committee of colonists, but it was thought impolitic to pursue the matter further, and he was never brought to trial. He became governor of Virginia from 1692 to 1698, and of the island of Jersey from 1704 to 1706, and died in London in 1714. The administration of Andros as governor-general of New England has been condemned by history; but it was an administration of obedience to a royal master; the hand was the hand of Andros, but the acts were the acts of James. In his previous government of New York his administration was that of a benevolent autocrat and left him personally popular with the people, and later, in Virginia, he was a popular governor.

The news of William's landing, and the flight of James, reached New York by way of Boston. The people of New York were of various shades of religious belief, but they were in a large majority Protestant. The anti-Catholic movement, from their standpoint, crystallized about the persons of James II and Louis XIV. James had taken away their representative government and had consolidated their province with New England, much against their will, and was now rumored to be in a "Popish" plot with Louis XIV; one of the supposed details of which included the capture of New York by the French and Indians under the Count de Frontenac. Such rumors were especially alarming to the Huguenots, who formed a considerable part of the population of New York; for the events following the revocation of the Edict of Nantes, only four years before, were firmly fixed in their memories.

Besides the matter of religion, there was one of nationality. The population of the province was chiefly Dutch, and so of the city, in even larger proportion. William of Orange was a great name with people of that nationality. To pass from the rule of James to that of William was, with the Dutch settler, almost an ideal culmination. As for James II, he had few friends outside of the lieutenant governor and councilors, who were all his own appointees. Being such appointees they could not abandon his authority until they knew that another had succeeded him upon the throne; and the

news of the landing of William and the flight of James did not, they felt, absolve them from their allegiance. They were, therefore, placed in an unenviable position during the time following the news of these events and that when the tidings of the joint coronation of William and Mary arrived in New York.

The news was unofficial, but convincing, and there was much excitement in the city. The people generally were rejoiced at the Protestant accession, and pleased on their own account, because James, the embodiment of autocracy, was no longer to be their sovereign. Lieutenant-Governor Nicholson and his council, composed of Stephanus van Cortlandt, mayor of the city; Nicholas Bayard, colonel of the city militia; Frederick Philipse, and Joseph Dudley, wealthy citizens, insisted that the Revolution had not overthrown the colonial government, which should hold authority until further advices from England.

By far the greater part of the people held a different view. Although Nicholson and his councilors professed themselves loyal to William and Mary, there was general distrust of them, and doubt as to their sincerity. The fact that Nicholson was of the Catholic faith had a tendency to accentuate this distrust, which was fanned into a flame by various rumors of Catholic plots, in which the names of Ex-Governor Dongan, Governor Nicholson, Father Harvey and others were freely used. The rumors were groundless, but they were effective. Several of the magistrates on Long Island were deposed by the people, who elected others in their stead.

Although Nicholas Bayard was colonel of the City Troop, the senior captain, Jacob Leisler, was its idol; and was also looked up to as a leader by the populace. One especially persistent rumor was that the "Papists" had plotted to massacre the Protestants while at service in the church in the fort, to take possession of the government and erect the standard of King James and the Pope. A large concourse of the citizens assembled, with the five militia companies, and surrounded Leisler's house, and requested him to take command of the fort.

Jacob Leisler was a native of Frankfort on the Main, born in 1640, son of Rev. Jacob Victorian Leisler; and had lived a life of adventure. He had come to New Netherland in 1660, as a soldier, in the service of the Dutch East India Company, soon after which he left the army. He engaged in the Indian trade, and amassed a considerable property, and he married Elsje Loockermans, widow of Cornelis Vandeveer, and thus became uncle by marriage of both Stephanus van Cortlandt and Nicholas Bayard, who were afterward his greatest enemies. When the city was ceded to the English he took oaths of allegiance to the new government, and was among those who contributed, in 1672, toward the repairs of Fort James. In 1674 he was

appointed one of the commissioners for the forced loan levied by Colve, at which time his property was assessed on the basis of a valuation of fifteen thousand guilders. He was one of the two prosecutors (his son-in-law, Jacob Milborne, being the other) who made the charge against Rev. Nicholas van Rensselaer "for dubious words spoken in a sermon" at Albany, for which Leisler and Milborne were condemned to pay the costs, as related in a former chapter. Leisler had endeared himself to the common people by his charitable interposition in behalf of a family of French Huguenots that had been landed on Manhattan Island so destitute that a public tribunal had ordered that they should be sold into slavery to pay their ship charges. Before the sale could be held, Leisler purchased the freedom of the widowed mother and her son.

Governor Dongan had appointed Leisler one of the commissioners of the Court of Admiralty in New York, but he had impressed himself upon the popular mind as a champion of the people and the Protestant religion. Thus it was that he became the choice of those who distrusted the Jacobite officials, and the people became divided into parties; one called the Aristocrats, including Nicholson, his council, and their adherents; and the Democrats, or Leislerians, including a large majority of the people. When, on June 2, 1689, the popular gathering asked Leisler to be their leader in the overthrow of the appointees of James II, he at first refused, but finally acceded to their request and about an hour afterward received the keys of the fort, which had meanwhile been seized on behalf of the democratic faction by Ensign Stoll.

A strong point in favor of the Leislerians was that the fort contained all the public funds, the return of which Lieutenant-Governor Nicholson in vain demanded. The news of the actual accession of William arrived upon the 6th of June, 1689, and the public would have none of the Jacobite office-holders, though when this definite news that William was indeed king arrived, the officials all protested their full allegiance to the new monarch. When Leisler had refused to deliver the money in the fort upon the order of Nicholson and his council, who designed to remove it to the house of Frederick Philipse, they had endeavored to secure the customhouse revenues; but they found that there were no customhouse receipts, because the people had already refused to pay dues to Matthias Plowman, upon the pretext that he was a Catholic and therefore should not be permitted to collect money for a Protestant sovereign.

Although the people had called Leisler to be their leader, and he had taken charge of the fort as senior captain, he did not set himself up as a military dictator; but in view of the fact that the nominal rulers had lost control of the civil authority he, with the other captains, on June 10, called a convention of delegates to meet on the 26th and choose a Committee of

Safety. The committee so chosen included Samuel Edsall, Richard Denton, Theunis Roelofse, Pieter de Lanoy, Jean Marest, Matthias Harvey, Daniel le Klercke, Johannes Vermilye, Thomas Williams and William Lawrence; representative of Dutch, Huguenot and English, in whose hands the convention reposed the temporary government of the province.

So far as actual government is concerned, the old officers were practically deposed. Nicholson, finding his authority disregarded, departed to lay his case before the home authorities; and Philipse, Bayard and Van Cortlandt were left to deal with the problems of disaffection and revolt. At a council held on the 25th of June, they removed Plowman, the Catholic collector, wishing, as they declared, "to quiet a restless community." They sent Bayard, a day or two later, with some others, to take charge of the Custom House, but found that the Committee of Safety had already appointed a collector of their own, who was accounting to that body for the customs receipts. When Bayard and his supporters acted as if they would try to take possession of the Custom House, they were handled roughly by the crowd. None of them were seriously hurt, but Bayard, finding his presence obnoxious to the people, concluded to seek safety in Albany, where his brother-in-law, Peter Schuyler, was mayor. From there Bayard claimed to be at the head of the government of the province and denounced Leisler as "an arch-rebel."

The Committee of Safety took charge of affairs in the province and its authority was readily acknowledged in various counties except Albany and Ulster, which were under the control and authority of Schuyler, Bayard and the Jacobites. They made Jacob Leisler "captain of the fort," and on August 16, authorized him to act as commander in chief of the province until further instructions should come from London. New England approved the selection, and the General Court of Massachusetts sent two deputies to New York with the congratulations of that province, and with offers of such assistance as he might need to maintain his authority as the representative of the new Protestant government. These deputies brought to New York the first copies of the proclamation of William and Mary on their accession, which Leisler ordered proclaimed at the sound of the trumpet at the fort and the City Hall.

News also came that the French court had taken up the cause of the deposed monarch, James II, and that war with France must soon ensue. Leisler set about repairing the fortifications, stockaded the fort and erected a battery of seven guns to the west of it, the public park in that location retaining the name of "the Battery" to this day. The Jacobite officials who had gone to Albany were still defiant to the claims of Leisler, and the conflict of authority in that region, which was threatened by prospects of an Indian

attack, made matters more difficult. In November, Leisler sent his son-in-law, Jacob Milborne, with an armed force to render such assistance in the defense of Albany as might be necessary, provided that Leisler's authority was recognized by placing the fort under command of Milborne. The Jacobite officeholders refused, and Milborne returned.

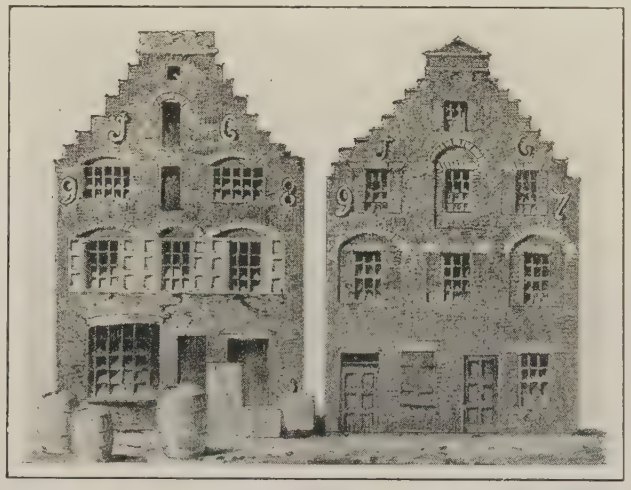
Early in December the Committee of Safety requested Leisler to take the duties of lieutenant governor and to appoint a council to act with him until definite instructions should be received from King William. Acting upon this request he chose eight members of the Committee of Safety to be his council, including Peter Delanoy, Dr. Samuel Staats, Henry Jansen and Johannes Vermilye, from the county and city of New York; Captain Gerardus Beeckman, M.D., from Kings; Samuel Edsall, from Queens, and William Lawrence from Orange. In many of the histories of this period, Leisler has been pictured as a traitor and a demagogue, whose support came only from the rabble; but his councilors were citizens of repute and standing, and among them were the ancestors of families who have stood and still stand with the best in New York and other States. The council thus constituted was the most democratic in its organization that had yet been appointed in New York; having been called with the understanding that the acts of a majority were to be the acts of all.

About the time of the organization of this council, there came from William and Mary a letter, dated July 4, 1689, addressed "to Francis Nicholson, Esquire, Our Lieutenant-Governor and Commander-in-Chief in Our Province of New York, and in his absence, to such as, for the time being, take care for preserving the peace and administering the laws." As Nicholson was gone, Leisler took this as giving him authority, until superseded. On January 22, 1690, Nicholas Bayard, who had continued his agitation against Leisler, was arrested, and imprisoned in the fort. Two days later he wrote a letter addressed "To the Hon. Jacob Leisler, Esq., Lieutenant-Governor of the Province of New York, and the Hon. Council," stating that he is sick, acknowledges his error, craves pardon and humbly petitions for release from prison. The petition was not granted, and Bayard remained in the jail for a year, nursing his vengeance.

Bayard's recognition of Leisler in his petition, however unwillingly made, was soon followed by similar action on the part of the authorities at Albany, who, facing an Indian uprising, gladly welcomed Jacob Milborne and his troops, though it involved recognition of Leisler and his government.

The Count de Frontenac, who had been reappointed governor of Canada by Louis XIV, in October, 1689, entered upon a course of aggression against New York. Canada had suffered much by the invasion of Indians from New York, and Frontenac's royal master had definitely taken the side of James

against William and was at war with England. Frontenac, though seventy years of age, planned an active campaign against the British colonies by land and sea. The first movement was to mobilize the Mohawks who had been converted by the Jesuits and who had settled near Montreal. This force, with numerous Frenchmen, was put in marching order, and after a march of twenty days through the deep snow, approached Schenectady, which was a Dutch village in the vicinity of Albany, first settled by Arent van Curler in 1661. It consisted of about forty houses, enclosed in a palisade; but in the dead of winter amid heavy snow, the inhabitants had no apprehension of danger. The gates had been left open and all the inhabitants were asleep when, on the night of February 8, 1690, the French and Indian invaders entered by the gates and divided into several small bands, to make a simultaneous attack. At the signal of the shrieking war-whoop doors were broken open and the terrible massacre began. Sixty men, women and children were killed, twenty-seven were taken prisoners, while the torch was applied to every house. Those who escaped from the invaders fled, half naked, sixteen miles through a blinding snowstorm to Albany, where many arrived with their limbs so frost-bitten that they had to be amputated.



OLD DUTCH HOUSE IN BROAD STREET
Built, 1698

OLD DUTCH HOUSE IN PEARL STREET
Built, 1626. Demolished, 1828

From Albany went the news, by quick courier, to Leisler; and the French Huguenots of New York were almost panic-stricken at the news of the massacre and burning of Schenectady, because they knew that Frontenac's success, if continued to New York, would mean the utmost disaster for them; for the deep hostility of Louis XIV toward French Protestants was well known. Leisler showed himself equal to the situation, for as soon as the story of the burning of Schenectady reached him, he hurried a force of one hundred and sixty men to Albany and, that being done, sent ten delegates to confer with the other colonies and devise plans to repel the French invaders.

He called a Provincial Assembly—the second of its kind, the earlier one having been long before abolished by order of James—to provide means for the war, and his delegations to the other colonies bore fruit, in answer to his

call, in the convening in New York, in May, of the first Colonial Congress, which apportioned to each of the colonies the number of troops each should furnish, of which the quota of New York was four hundred men.

Leisler also equipped, and dispatched against Quebec, the first fleet of men-of-war that had been sent from the port of New York; and according to De Peyster, spent a large part of his own estate in this public enterprise. Leisler was democratic in his principles, and influenced the subsequent history of New York, by his recognition of the idea of a representative assembly as the seat of legislative authority, and the source of taxation; for although Leisler was overthrown, the Provincial Assembly was continued.

While Leisler was thus caring for the interests of the province, events occurred in England which were soon to bring him disaster. King William commissioned Colonel Henry Sloughter to be governor of New York, and ordered Major Ingoldesby, with an independent company of British regulars, to come to New York for the defense of the province. These two officials were on separate ships, but were parted in a storm and Major Ingoldesby, with his troops, arrived three months earlier than did the new governor.

When Major Ingoldesby reached New York Bay, in January, 1691, his first visitors were Philipse, Van Cortlandt and others of the anti-Leislerians, who stated their side of the case. Ingoldesby had no credentials or authority either from the king or Governor Sloughter to decide upon Leisler's claims to hold the place of lieutenant governor, under the king's letter, before mentioned, as well as by the election of the Committee of Ten, which he believed gave him the right to act until his successor should present his credentials. Therefore when Major Ingoldesby demanded of him the possession of the fort, Leisler replied, requesting to see his orders either from the king or the governor. Ingoldesby, ignoring this request, sent the brusque reply: "Possession of His Majesty's fort is what I demand." Leisler replied that as he had seen no credientials, he would not deliver the fort, but that he would provide all courtesy and accommodation for his troops.

The people finding a controversy between their popular governor and this new-arrived soldier who had, as an introduction, been consorting with the much-disliked Jacobite officials, became greatly excited; and according to the narrative of Domine Varick, who was an eye-witness of the scene, they ran from all the houses toward the fort as if to repel a public enemy, and opened a brisk fire, and in the *mêlée* two persons, one a soldier and one a negro were killed. Concerning this reception, Ingoldesby wrote an angry letter to Leisler, who returned a reply, saying that having investigated and found the charge true he would punish the offenders if they could be found.

For three months affairs went on in this manner, Leisler, with his council and nearly all the people maintaining Leisler's authority, while Philipse, Van

Cortlandt and Ingoldesby were defiant of it. Though there was much excitement, there was no bloodshed. Finally Governor Sloughter arrived in the bay, March 19, 1691, was rowed in a barge to the landing, where he was met by Ingoldesby and the anti-Leislerian leaders, with whom he proceeded to the City Hall. There, messengers from Leisler came, and were arrested by order of Sloughter, who took Leisler's letter from them and pocketed it without reading. He then installed a Council, and ordered that Leisler and the members of the Leisler council be arrested. Ingoldesby executed the order, and the nine men were imprisoned.

Brought to trial on the charge of treason and murder (the latter charge referring to the killing of the soldier, Josias Browne, in the conflict which had occurred upon Ingoldesby's arrival), Leisler and Milborne refused to plead until the court should decide the one question—Whether the king's letter received by him (addressed to Nicholson), had given him the authority to assume the government in Nicholson's absence? This question was referred by the court to the governor and Council—Sloughter, Philipse, Van Cortlandt, Minvielle and the others—Leisler's worst enemies, and of course they decided against him. The trial proceeded and Leisler, his son-in-law, Milborne, and six members of the council were convicted and sentenced to death; Leisler and Milborne having refused to plead and being tried as mutes.

After conviction, they asked reprieve until the king shall be heard from, to which Sloughter verbally agreed. Domine Daillé presented a petition on Leisler's behalf, signed by eighteen hundred people. But the few on the other side had the ear of His Excellency, who decided to leave it to the Council. In the Council on May 14, 1691, Philipse, Bayard, Van Cortlandt, Nicolls and Minvielle, declared it "absolutely necessary that the execution of the principal criminals (Leisler and Milborne) should take place at once." On the next evening, Thursday, May 15, there was a festive gathering in Bayard's house. Many chroniclers say that wine (of which Sloughter was overfond) flowed freely, and that he was under the influence of that fluid when, much persuaded, he signed the death warrant for Leisler and Milborne, late Thursday night; and on Saturday, May 17, these two men of blameless private lives were first hanged and then beheaded. Leisler, in his last address, protested his devoted loyalty to the king, and declared that he would have delivered the fort to Ingoldesby if that soldier had presented his credentials. He met his death calmly and bravely. His son-in-law, Jacob Milborne, was no less brave, but not so calm as his chief; and seeing in the crowd Robert Livingston, who had been one of the bitterest of the enemies of Leisler, said to him from the scaffold: "Robert Livingston, for this I will implead thee at the bar of God!"

The killing of these men was a judicial murder; and in the cases of the other condemned men the judgments were finally set aside, while the estates of Leisler and Milborne, which had been forfeited by attainder, were restored to their families. The bodies of Leisler and Milborne, which were, immediately following their execution, buried on Leisler's property, near what is now the corner of Spruce Street and Park Row, were taken up and buried, in September, 1698, in the cemetery of the Reformed Dutch Church in Garden Street, now Exchange Place.

Governor Sloughter's career as governor was short. In compliance with instructions from King William he had called, upon his arrival, a Provincial Assembly, which convened April 9, 1691, and in a brief session passed fourteen laws, of which the most important was one to establish a Supreme Court for the province, under which the governor appointed Joseph Dudley as chief justice; Thomas Johnson, second justice; and William Smith, Stephen van Cortlandt and William Pinhorne, associate justices, to compose the first bench of the new court.

In this administration, also, the "Test Act" was enforced, by which every civil and military officer was required to take the oaths of allegiance to and supremacy of the king's authority; to publicly receive the sacrament of the Lord's Supper, according to the usage of the Church of England, and to subscribe a declaration against the Romish doctrine of Transubstantiation.

The Provincial Council, by appointment of William III, consisted of Frederick Philipse, Stephen van Cortlandt, Nicholas Bayard, William Smith, Gabriel Minvielle, Chidley Brooke, William Nicolls, Nicholas de Meyer, Francis Rombouts, Thomas Willett, William Pinhorne and John Haines.

Four months and four days after his arrival—on July 23—Governor Sloughter was taken suddenly ill and died within a few hours. Those about him, who had been the enemies of Leisler, suggested that some of Leisler's adherents had bribed a negro to put poison in the governor's coffee, but a *post-mortem* examination showed that the death was from natural causes. He was one of those needy adventurers, immoral in private life and notoriously intemperate, who, for some reason, usually through the influence of some court favorite who wished them across seas, were foisted in important positions upon the colonies in America. He was weak and easily controlled, and so was made the instrument for the carrying out of the plans of Leisler's enemies.

Major Richard Ingoldesby was appointed by the Provincial Council to act as governor in Sloughter's place until the king should name his successor, and served thirteen months without important incident, until the arrival of the new governor, Colonel Benjamin Fletcher; when Major Ingoldesby returned to his former post as commandant at the fort.

CHAPTER FOURTEEN

BENJAMIN FLETCHER'S ADMINISTRATION THE FIRST PRINTER—FOUNDING OF TRINITY CHURCH—FLETCHER AND THE PIRATES

The ship Wolf, bringing Colonel Benjamin Fletcher, the new governor of New York, arrived off Sandy Hook on Sunday, August 28, 1692, and flag signals from the Narrows told the news to Fort William. The next morning, a large concourse assembled at the landing place, headed by Chief Justice Joseph Dudley, the mayor, Abraham de Peyster, the Provincial Council and the Common Council of the city, with all the militia regiments in arms and a large company of citizens. With salutes from guns and acclamations from the people the procession moved to the Council Chamber where the new governor's commission was read and the council sworn in; the membership now being Joseph Dudley (chief justice), Frederick Philipse, Stephen Cortlandt, Nicholas Bayard, William Smith, Gabriel Minveille, Chidley Brooke, William Nicolls, Thomas Willett, William Pinhorne, Thomas Johnson, Peter Schuyler, John Lawrence, Richard Townley and John Young. A year later, Caleb Heathcote replaced Joseph Dudley in the council, and William Smith was appointed chief justice in place of Dudley, who returned to England, and was appointed governor of the Isle of Wight. William Pinhorne, the recorder, moved to New Jersey and was succeeded by James Graham.

The City Council at this time consisted of Abraham de Peyster, mayor, and common councilors William Beekman, Alexander Wilson, William Merritt, Thomas Clarke, John Merritt, Garrett Dow, Johannes Kip, Robert Darkins, Peter King, Brandt Schuyler and Stephen De Lancey.

Upon the arrival of Governor Fletcher in New York, he at once aligned himself with the anti-Leislerians. The six associates of Leisler, who had been sentenced to death but not executed, were still in prison when he took office, but orders came from King William that Fletcher should pardon them, which he did; but first tried to exact from them a confession of guilt, which they refused, then he secured from them a promise not to leave the province without his consent, which they gave, though the king's order had attached no such condition to their pardon. Though his personal relations were chiefly with Leisler's enemies, he found that the feeling of resentment on the part of the populace in general was very strong, and as there were several of the supporters of Leisler, besides the condemned men in jail, who had been placed under recognizances upon various charges during the administration of Sloughter and Ingoldesby, he discharged all these obligations and dismissed all proceedings growing out of the Leisler movement. While he spoke fair

to the Leislerians of influence, and expressed himself in a letter to former Chief Justice Dudley as greatly gratified over the peace that had come between the two factions, his personal association continued to be with Leisler's enemies, who still held the reins of the provincial government.

The lull of public discontent which inspired this feeling of serenity in the governor, was soon dissipated. Throughout the province men discussed with anger, the retention of "the old King James Council," who had compassed the death of Leisler, and there was a general demand that reparation should be made; that Leisler's and Milborne's estates should be restored to their families, and that punishment should be meted out to his persecutors. Abraham Gouverneur, one of the paroled prisoners, escaped in a fishing boat bound for Boston, where he arrived after being wrecked on Nantucket Shoals. He wrote a letter from Boston to his parents, telling of his adventures and how he had been kindly received by Sir William Phipps, the Governor of Massachusetts, who praised Leisler and declared the necessity for the ousting of the Jacobite council at New York. This letter fell into Fletcher's hands and brought from him an angry response addressed to Governor Phipps, rebuking him for speaking ill of a neighboring and friendly government, and demanding that Gouverneur be returned to New York as a fugitive from justice. Phipps denied using the words attributed to him but declined to surrender Gouverneur, who went soon after to England and aided Leisler's son in his long efforts to have the attainder of Leisler reversed, and at the same time to discredit Fletcher before the king and influential officials of the government.

The Assembly, which met soon after Governor Fletcher entered upon his administration, abolished the monopoly granted to New York, in 1678, of bolting and baking. It had been very lucrative to the millers and bakers of New York, but a burdensome exaction to the people of the other towns in the province. Fletcher had much trouble with fiscal matters, there being a provincial debt of £3000, and the burden of the Indian War had been largely thrown upon New York; the other colonies making no provision to help in that direction. The people were taxed to the limit, and this, together with the Leisler question, made Fletcher's way difficult. He called another assembly to take up the matter, but that body, despite Fletcher's insistence, added little to the tax burden.

Fletcher took prompt action in the Indian troubles when a French and Indian force swooped down upon the neighborhood of Schenectady, and with forces including the commands of Colonels Bayard and Lodowick from New York, Colonel Cortlandt, of Kings, Colonel Willett of Queens, Major (and Mayor) Peter Schuyler, of Albany, and Lieutenant-Colonel Beeckman, of Ulster, soon drove back the enemy. The governor held a grand council

with the Five Nations and River Indians, which extended from June 23 to July 6; at which important treaties were concluded, and a stronger alliance of the Indians with the British authority was secured. Fletcher's prompt and efficient service in this connection was recognized by the Common Council on his return, by an address of congratulation, and by an order entered upon the minutes of the council, July 14, 1693, that a gold cup should be presented to His Excellency, on behalf of the city, as a token of their gratitude. Six days later Mayor De Peyster reported that he had bought twenty ounces of gold for the cup, of Peter Jacob Marius, and had delivered it to Cornelius Vanderburgh to be made.

There was no object for which Governor Benjamin Fletcher worked more zealously than the establishing of the Church of England in New York. It was among the chief items in his instructions, and he tried to impress it upon the Assembly in session soon after his arrival, but without success, and with the next Assembly to no more purpose. Most of the members were either Dutchmen, aligned with the Reformed Dutch Church, or New Englanders of Congregationalist antecedents and membership, neither class being favorable to episcopacy. But the next Assembly, which met in September, 1693, was more favorable to the project, and passed a law known as the "Settling Act," providing for the building of a church in the city of New York, two in Suffolk, two in Westchester and one in Richmond counties, and providing for the installing in each of a Protestant minister whose salaries, ranging from forty to one hundred pounds per annum were to be paid by a tax levied on the freeholders.

A petition was presented, March 9, 1696, to Fletcher, for a license to purchase a small piece of land without the North Gate "between the King's Garden and the burying-place" to build a church for the use of the Protestants of the Church of England; to solicit and receive voluntary contributions and to perform other acts necessary for these purposes. The petitioners, who described themselves as inhabitants of the city of New York and members of the Church of England, were Thomas Clarke, Robert Leveting, Jeremiah Tothill, Caleb Heathcote, James Evetts, William Morris, Ebenezer Willson, William Merritt, James Emott and R. Ashfield. Governor Fletcher not only granted the license, but in a proclamation commended the project; and the managers met with great success in their subscription, in which all classes took part, even the five Jewish merchants giving their aid to the project.

The managers, having nearly completed the church, applied May 6, 1697, for a charter under the "Settling Act," for the yearly maintenance for the minister provided in that Act, and for such lands as His Excellency and the Council thought fit. The Charter of Incorporation was granted, and

the King's Farm was leased to the corporation for seven years from August 19, 1697, the yearly rental being fifty bushels of wheat. When the lease expired in 1704, Queen Anne granted the land in fee simple to the church, known then and ever since as Trinity Church. The King's Farm was bounded on the east by Broadway, extending from what is now Fulton Street north to a line between Chambers and Warren Streets and extending west to the North River. North of this tract was the "Domine's Bouwerie," comprising about sixty-two acres on Broadway from Warren to Duane Streets, and northwesterly from Broadway along the river. This farm was also granted by Queen Anne to Trinity Parish, and a complication in the title has in our own time made it famous in litigation in what is popularly known as the "Anneke Jans case," mentioned in a former chapter.

TRINITY CHURCH, 1737
(rear view)

The first rector of Trinity was Rev. William Vesey, who was born in Braintree, Massachusetts, in 1674. He was graduated from Harvard in 1693, and began the study of theology in Boston, under Increase Mather, and he afterward was a minister over a congregation of Puritans on Long Island. He afterward took orders in the Church of England, in which he was ordained to the priesthood by the Bishop of London, August 2, 1697; was invited by Governor Fletcher, the magistrates, vestrymen, and wardens to become rector of Trinity Church in New York, the induction occurring in the Reformed Dutch Church on Garden Street, on Christmas Day, 1697. Two Dutch clergymen, Rev. Henricus Selyns of New York, and Rev. John Peter Nucella, of Kingston, New York, took a principal part in the exercises. The Church of England congregation afterward held one service in the Dutch Church, and on March 13, 1698, they held their first service in the Trinity Church building. Mr. Vesey held the rectorship of the church until his death, July 18, 1746. He was also appointed commissary to the Venerable Society for the Propagation of the Gospel, and in that capacity planted twenty-two Anglican churches in his jurisdiction. Vesey Street was named in his honor.

Besides being appointed Governor of the Province of New York, special commissions gave Colonel Fletcher authority over the militia of Connecticut

and Rhode Island and East and West Jerseys; and also as full authority over Pennsylvania and Delaware as over New York. He met with a rebuff when he went to Connecticut, and none of the New England colonies would furnish troops to Governor Fletcher to prosecute the war against Canada. He went to Philadelphia, in April, 1693, to assume the government, which was at once surrendered to him; summoned the Assembly of Pennsylvania and demanded money to defray the expenses of the expedition against the French in Albany. The result was that the assembly passed a bill for a tax of a penny in the pound for the support of the government and a poll-tax of six shillings, which yielded $700. Fletcher appointed William Markham as deputy governor of Pennsylvania.

Among the acts of Governor Fletcher while in Philadelphia, was to preside at the trial of William Bradford, the printer. He had printed a pamphlet by George Keith, which accused the Quaker authorities of Pennsylvania of violating their pacific principles by aiding in the capture of a privateer; and in consequence, Bradford's press and materials were seized, and he was thrown into prison. He was acquitted at the trial, but felt discouraged from further activity in Philadelphia. Governor Fletcher, however, persuaded him to remove to New York, where the Provincial Council had passed a resolution to employ a public printer and pay him a salary of £40 per annum. He was appointed Royal Printer, and entered upon his duties, April 10, 1693, and served for over fifty years, dying in New York, May 23, 1752, aged 89 years.

It is believed that the first book printed in New York was one by Colonel Nicholas Bayard and Lieutenant-Colonel Charles Lodowick, entitled, "A Journal of the Late Actions of the French at Canada, with the Manner of their being Repulsed by His Excellency, Benjamin Fletcher, Their Majesties' Governor of New York." There is no copy of this original American edition, but of a London edition, printed later in the same year, two copies are extant. The second (some authorities say the first) of the books printed by Bradford was a small volume of the laws of the province; and another early book was a 24mo volume of 51 pages, entitled "A Letter of Advice to a Young Gentleman leaving the University, concerning his Behavior and Conversation in the World, by R. L. Printed and sold by W. Bradford, Printer to His Majesty, King William, at the Bible in New York, 1696." Bradford not only did the first printing in New York, but also issued the first newspaper, a weekly, printed on a small foolscap sheet, under the title of New York Gazette, the first number of which appeared October 16, 1725.

During the administration of Governor Fletcher New York attained enviable notoriety for the harboring and encouragement of pirates. The prevalence of piracy began with the system of privateering, which all the

maritime nations used as a method of effective warfare, which they regarded as perfectly legitimate. The business of privateering was attractive to the most adventurous, and in many cases the most unscrupulous class of mariners. The high seas were poorly policed in those days. The privateer with a king's commission to destroy or plunder the ships of an enemy, often found a richly laden vessel of a neutral power too much of a temptation; and from privateering graduated into actual piracy. Captain William Kidd, who was executed in London, May 24, 1701, for piracy and murder, was a commissioned and trusted privateer before he became one of the most famous pirates; and before being a privateer was one of the most prominent ship captains sailing out of New York.

Piracy especially flourished in the Red Sea and the Indian Ocean, and much of the booty found a market in New York. Pirate captains, who called themselves privateers and were dressed with oriental magnificence, armed with gem-hilted swords and pistols, were frequent and prominent visitors in New York. Some of them were men of wide travel and attractive conversational powers, and became familiars of the governor. It was charged against Governor Fletcher that he was protecting piracy for his private gain; that he had granted commissions as privateers to Thomas Tew, John Hoare and other well-known pirates, for money for himself; and that he had taken as a present, the pirate ship Jacob, and had sold it for £800.

Jacob Leisler's son had been in London agitating for a reversal of the attainder against his father, and with equal zeal against Governor Fletcher, who gave all his support to the anti-Leislerite party. With him was Abraham Gouverneur, one of those who had been convicted with Leisler, and who, as has been stated, went to London via Boston after his release from jail. A still more powerful ally of these in opposition to Fletcher, was Robert Livingston, of Albany, who was in England with a claim against the government for money advanced, and supplies furnished, during and after the War of 1688. His claim had been resisted by Fletcher, and Livingston turned his attention more particularly to efforts for the removal of Fletcher. The charges which he brought were of interfering with the freedom of elections by marching voters to the polls to intimidate electors; also of refusing to account for public moneys received, and of receiving bribes.

Charges from other sources were, that Governor Fletcher had granted large tracts of land for trifling considerations, and that he had drawn funds from England for full muster rolls for the forts, when they were not half full.

In London, the attorney-general and Robert Weaver represented the king, and Sir Thomas Powis was counsel for Governor Fletcher in an investigation before the Lords of Trade, in 1698; and the board reported to the king, that Fletcher's proceedings were a neglect of duty and an encouragement to

piracy; that his grants of such large tracts of land to single persons was reprehensible; and recommended that these charges be referred to the attorney-general for further action. The king and the Bishop of London, however, were personally friendly to Fletcher, the king, because of the governor's military service in the Irish War, and the bishop, because of Fletcher's service in establishing the Church in New York.

Before the board had convened, however, requests for Fletcher's deposition had come from so many sources in New York, that the king had recalled Fletcher and had appointed the Earl of Bellomont as governor, to succeed him. Bellomont's commission was dated June 18, 1697, but delays in London, and storms on the voyage, prevented him from reaching his government until 1698.

Bellomont, before leaving England, had been in touch with Leisler, Gouverneur, and especially Robert Livingston; from whom he had received the belief that Fletcher was a corrupt man, who not only encouraged piracy, but was an embezzler of public moneys. It was urged upon him that Fletcher should not be permitted to depart until his accounts had been investigated by the Provincial Assembly; but the new governor contented himself with taking from Colonel Fletcher bonds in the sum of £10,000 to answer to the king for all public money irregularly disposed of by him.

There seems to be no record of Colonel Fletcher's later career or the date of his death.

HOME OF CAPTAIN WILLIAM KIDD, 1696

CHAPTER FIFTEEN

THE EARL OF BELLOMONT'S ADMINISTRATION LAND-GRABBERS AND SEA PIRATES—CAPTAIN KIDD LEISLERITES IN THE SADDLE

Richard Coote, Earl of Bellomont, was a man of commanding presence and genial disposition. His grandfather, Sir Charles Coote, had served with distinction against the Irish in the Rebellion of 1641. The family continued to reside in Ireland, and took an active part in the restoration of Charles II, who created the two sons of Sir Charles, in 1660, members of the Irish peerage under the respective titles of Earl of Montrath and Baron Coote of Colooney.

Richard, son of Baron Coote, was born in Ireland in 1636, and when, on the restoration of the monarchy, his father became occupied about the court, he also mingled with the younger members of the court circle. After the accession of James, he spent most of his time on his estates in Ireland and, being a Protestant, had no sympathy with the efforts made by that king to make the Roman Catholic Church the established church of England. He was elected to Parliament, and in 1688 was one of the first adherents of the Prince of Orange. In the Jacobite Parliament held by James II, in Dublin, in 1889, he was attainted of treason, but in the same year he was created Earl of Bellomont by William III and appointed treasurer and receiver-general to Queen Mary.

In November, 1697, William II appointed him governor of New York, and soon after made him also governor of Massachusetts and New Hampshire, but through various delays he did not arrive in New York until April 2, 1698. Before his coming he had become interested, in various ways, with questions of vital interest pertaining to New York and the other colonies. One of these was related to the execution and attainder of Leisler, which, although the death of Leisler occurred in 1691, had been kept alive by the untiring efforts of Leisler's son and others in London to have the attainder of high treason removed, and the land restored to Leisler's heirs. This was done through the action of Parliament and the approval of the king in 1695.

The Earl of Bellomont was a member of the parliamentary committee which examined the subject and reported on it, and in Parliament made a speech on the bill, denouncing the execution as a murder. In a letter to Rev. Increase Mather, soon afterward, he expressed his views still more strongly, stating his opinion that Leisler and Milborne "were not only murdered, but barbarously murdered." When he came as governor

he brought the same views with him. Curiously enough there had been published, just before Bellomont's arrival, several pamphlets of an anti-Leislerian tenor, one of which came from the press of William Bradford, in the early part of 1698, with the official approval of Governor Fletcher and his council. The Rev. Ashbel G. Vermilye, D.D., whose monograph on "The Earl of Bellomont and Suppression of Piracy" forms a part of Wilson's "Memorial History of the City of New York," very pertinently regards this reopening of the old story at this time as an evident attempt to create an opposition in the aristocratic party against the administration of the incoming governor.

But the principal reason for the appointment of Lord Bellomont by William was given in that monarch's letter of notification to him, in which he stated that he had appoined Bellomont to the place because he thought him a man of resolution and integrity, and with those qualifications more likely than any other he could think of to put a stop to the illegal trade and to the growth of piracy, New York being "remarkably infected with those two dangerous diseases." Bellomont was chosen for the task because he had shown particular interest in the suppression of piracy, which subject had much troubled the lords of the Admiralty. In 1695 that body had determined to take vigorous measures against the pirates, some of the boldest of whom were known to be from New York and Rhode Island, and some from other colonies.

It was not practicable to employ men-of-war for the purpose, because they were all needed for active service in the French war; so the plan was to send out a privateer, with letters of marque, who could operate against French commerce and the pirates, as either of these enemies of the king might be encountered. The most important question was to secure the right man for the place.

In London, at that time, was Robert Livingston, a rich New Yorker whose Scotch family connections had procured him the *entrée* into the court circle in London. Livingston had, from the position of town clerk in Albany, through political influence, purchased from the Indians, grants from the government, and in other ways, secured an estate comprising one hundred and sixty thousand acres of the finest land on the Hudson. Livingston had been counted as against Leisler in the troubles which had followed the accession of William and Mary, but had afterward been an active helper of young Leisler in the successful endeavor to reverse the attainder against his father. Through this relation he had become acquainted with the Earl of Bellomont, who consulted with him as to the proposed plans for the suppression of piracy. Livingston was sure that he knew just the man that was needed to command the proposed

operations against the pirates, one Captain William Kidd, master mariner who had done valiant service in the West Indies, and who had been compensated with a grant of £150 by the General Assembly of New York.

Livingston was fully justified by the reputation which Kidd bore in New York, in his recommendation of the captain to Lord Bellomont. Captain Kidd was regarded as a thoroughly reliable man, brave, well educated, widely traveled in Oriental as well as Western seas, and one of the most skillful mariners of his day. He had an estimable wife and little daughter, housed in a comfortable home on Liberty Street, in New York, and was looked upon as a good and patriotic citizen.

Bellomont joined Livingston in an agreement with Captain Kidd, backing the enterprise, and a company was organized which included in its membership Lord Shrewsbury, Lord Orford, first lord of the Admiralty, and Lord Somers, keeper of the Great Seal, as stockholders, while Bellomont and Livingston retained the largest interest in the company. The sum of £6000 was subscribed, and the galley Adventure, of 287 tons, with 30 guns, was purchased and fully equipped, with Captain Kidd in command. He was given letters of marque, and two additional special commissions, one empowering him to act against the French, and another investing him with authority to seize pirates and take them to some place where they might be dealt with according to law.

Captain Kidd could only find part of a suitable crew in England, so he sailed short-handed from Plymouth for New York, April 23, 1696, capturing a French ship on the way, and bringing her as a prize to New York, where he found plenty of adventurous spirits anxious to volunteer for his expedition. According to the plans laid down, one-tenth of the booty was to go to the king's treasury, and the remainder was to be divided among the shareholders, the captain, and the crew. After he had filled the complement of men, Kidd sailed for Madagascar, with the declared purpose to operate against the pirates.

Nothing had been heard from him after that, up to the time that Lord Bellomont came to New York, specially selected to suppress piracy and enforce the navigation laws. His instructions were to "inquire strictly into the connivances and protections that were given to pirates by Colonel Fletcher, late governor."

Lord Bellomont was accompanied by his wife, who was a well-known court beauty, only child and heiress of Bridges Nanfan, Esq., of Birts-Morton, Worcestershire, England. Upon his arrival the new governor published his commission and swore in his Council, which was the same as that of Governor Fletcher, its members being Frederick Philipse, Stephen van Cortlandt, Nicholas Bayard, Matthias Nicolls, Gabriel Minvielle, Wil-

liam Pinhorne, John Lawrence, William Smith, Chidley Brooke, and Thomas Willet. For several days after their landing there were a series of entertainments given for the benefit of the earl and countess, beginning with a large corporation dinner, presided over by Mayor Johannes de Peyster, followed by several dinner parties at the houses of the leading families.

It was only about a week after his arrival that the new governor had an opportunity to indicate his attitude with reference to enforcement of the customs and navigation laws, when the ship Fortune, Captain Moston, arrived in the harbor with East India goods in an "unfree" bottom. The governor found that the goods were being landed in boats, without any attempt to collect customs duties. Lord Bellomont ordered Chidley Brooke, the collector, to seize the goods, but that functionary replied that it was none of his business to do so, as he had no boat to board the ship, and made other excuses; but after several days' delay the command of the governor became more imperative, and Brooke seized the last of the boats with goods worth £1000, out of £20,000 in all. Finding that other violations of customs laws were also permitted, the earl removed him from office.

The evident intention of the earl to enforce the law alarmed the merchants who, under Fletcher, had been permitted unchecked to deal with smugglers and to cheat the revenue, though the most prominent of these merchants were members of the Council or held other important posts under the provincial or city governments, and bound by oaths and ethics to uphold the law. The twenty-one merchants who owned the lading of the Fortune made a loud outcry. The governor's course would ruin the town and drive away trade, and his action with reference to the Fortune had already driven away £100,000 in trade, they said.

Lord Bellomont had discovered that while the trade of the city had more than doubled in the past ten years, there had been an actual decrease in customs revenue. Officials, supine or corrupt, had let abuses grow, and merchants had grown rich on illicit traffic. The vigorous course of the governor, by which the Fortune and another vessel had been condemned by the Court of Admiralty, while ships bound for Madagascar (where pirates disposed of their stealings) were asked by the governor to give security not to trade with pirates. The ships having failed to furnish the security, the governor delayed issue of the clearances, and called together the Council to take up the matter, but he found the Council unanimous against him, so that, with much reluctance, he permitted the vessels to clear without the suggested security. The Council was for the old policies and met suggestions of reforms with the argument that "they had not been practised before."

By act of Parliament passed in 1695, the Leisler properties had been ordered restored, but such restoration had not been made, so the earl at once righted this wrong, bringing upon himself the charge that he had caused "innocent parties," who had bought them in good faith, to be turned out of houses and stores. Finding himself hampered by a Council not at all in sympathy with his plans, Lord Bellomont removed all of them except Van Cortlandt, William Smith and Peter Schuyler, selecting Abraham de Peyster, Robert Livingston, Dr. Samuel Staats and Robert Walters to make up the total of seven members.

In reforming the Council so as to bring it in harmony with his views he had incidentally turned out the leaders of the aristocratic, or anti-Leislerian party. Brooke, the dismissed collector, went to England to present a petition for the earl's recall, and was soon followed by Bayard, the leader of the party. The petition did not lack names of wealthy and prosperous merchants, and Brooke and Bayard were ardent representatives of these, whose gains Bellomont's honest course had crippled; but the earl was not recalled.

Robert Walters, of the new council, Abraham Gouverneur who had been one of the condemned six and had married Milborne's widow, and others of the family, petitioned the governor for permission to disinter the bodies of Leisler and Milborne from the grave which had been dug for them at the foot of the gallows and give them Christian burial in the crypt of the old Dutch church. Anti-Leislerians filed objections to the plan, but the governor granted the petition, not only on the ground of "compassion for the family" as he said, but still more because Parliament had not only reversed the attainder of the two men, but had legitimated Leisler's assumption of the government. Therefore he sent a hundred soldiers as a guard of honor to the disinterment, and although it took place at midnight in a heavy storm, twelve hundred persons assembled to show their sympathy and give their aid. The procession marched with lighted torches to the City Hall to the sound of muffled drums, and after lying in state there for several days, the bodies were decently interred in the church crypt.

The Assembly which met March 21, 1699, was of greatly changed political complexion. There were twenty-one members in all, and sixteen were Leislerians, under the leadership of Gouverneur and Walters, the former representing the counties of Orange and Kings, and becoming speaker of the Assembly; one of the first acts of which was to pass a bill for the payment of the sum of £2700 expended by Leisler, out of his own funds, for the public service. A still more important measure was passed vacating several public grants made by Governor Fletcher. These grants were large, while the government quitrents were scandalously small, one grant covering 840 square miles at a rental of five

beaver skins annually, and many others being as glaringly inadequate, while not one gave anything worth calling a return for their lands.

This bill, approved by Bellomont, angered all the great landowners, including among many others Domine Godfreidus Dellius, who had been given by Governor Fletcher a grant in what is now Washington County, on the east side of the Hudson, above Albany, extending to Vergennes, Vermont, seventy miles long by twelve miles in breadth. He had also, with William Pinhorne, Colonel Peter Schuyler, Evert Banker and Dirk Wessels, bought from the Indians a tract fifty miles long and four miles wide in the Mohawk Valley (now in Herkimer County).

Another enemy aroused by the bill was Rev. William Vesey, the rector of Trinity. Fletcher, after the news had come to him that the Earl of Bellomont had been appointed to succeed him, had leased to his closest friend, Colonel Caleb Heathcote, what was described as "the pleasantest part of the King's Garden," and also leased, for a term of seven years, the King's Farm, which was a perquisite of the governor and adjoining his residence. These leases the bill nullified, further providing that the King's Garden and the King's Farm should not be leased by any governor for a longer period than his own term of office.

Domine Dellius was not only aggrieved by the rescinding of his grants, but because the Assembly had also passed a bill suspending him from his ministry. On the charges made which led to his suspension the earl seems to have been misled, for the Domine went to Amsterdam and was thoroughly exonerated by the Classis there; but the contention in favor of the land grants, which the Domine took to England, was not successful. The earl and the Assembly were so palpably in the right there, that while the efforts of the land-grabbers delayed, they did not prevent the approval of the bill.

The rector of Trinity, Rev. William Vesey, was very much wrought up by the action of the Assembly and the earl. He left the earl and his family out of their wonted place in the prayer "for all those in authority," and prayed every Sunday for Domine Dellius by name, that God would give him a safe voyage and deliver him from his enemies. He wrote to the bishop of London, asking him to aid in securing the recall of the earl, but the bishop advised him to make his submission to the governor. He did as advised, and was told by the earl to behave himself decently and discreetly for the future and he would be his friend.

The Earl of Bellomont was governor of Massachusetts as well as of New York, and after proroguing the Assembly, May 16, 1699, he went to Boston, remaining fourteen months and giving an administration to Massachusetts which was so thoroughly satisfactory that he became one of the most popular of the colonial governors.

Less than two months after his arrival in Boston the governor made a capture which was the culmination of the war against piracy he had from his first arrival carried on without faltering. The story of his connection with the commission of Captain William Kidd as a privateer has already been told. He and Robert Livingston were sureties on Kidd's bond as a privateer officer. After he left New York in October, 1696, for Madagascar, Kidd made no capture for more than a year. Then news of him came from various sources which indicated that the man sent out as a pirate-catcher had himself turned pirate.

When this news came to New York, the merchants and others who had been hit by the earl's vigorous opposition to piracy and other illegal trading, did not hesitate about charging, or at least strongly hinting, that the governor was an accomplice of Kidd. Whether Kidd started out with piratical intentions when he sailed from New York is a question which has been much discussed, but he probably did not. When he reached the Indian Ocean, however, temptation overcome him. It was much easier to be a pirate than to catch one, and vastly more profitable, and after several small captures he took an Armenian vessel of 400 tons, the Quidagh Merchant, in May, 1698. This was a prize worth £64,000, of which his own share was £16,000. He afterward plundered the Banian merchants, and in May, 1698, he took the Quidagh Merchant to Madagascar. The fact of piracy was so well authenticated that on November 23, 1698, orders were sent to the governors of all British colonies to apprehend him if he came within their jurisdiction. In April, 1699, he arrived in the West Indies in the Quidagh Merchant, which he made fast in a lagoon on the island of Saona, southeast of Hayti. From there he went north in a 55-ton sloop, the San Antonio, with forty men. At Oyster Bay, Long Island, he took aboard James Emott, a prominent New York lawyer, whom he landed on Rhode Island, sending him to the earl at Boston to request a safe conduct. Kidd's wife and little daughter went aboard the sloop at Block Island, and thence he went to Gardiner's Island, leaving part of his treasure with the owner of the island, who afterward turned it over to the authorities.

Mr. Emott, in his errand to the earl, could get from him no more than a message to Kidd that "if what Mr. Emott said was true" Captain Kidd might come ashore. Kidd arrived in Boston, July 1, 1699, and was taken before the council and interrogated. His replies were so unsatisfactory that he and several of his men were arrested and sent to England, where he was charged with piracy and the burning of houses, besides several murders and brutalities. The specific charge upon which he was found guilty was the murder of one of his men, William Moore, and he and nine of his accomplices were hanged at Execution Dock, London, May 24, 1701.

In England an attempt was made to impeach Lord Chancellor Somers for passing Kidd's commission under the Great Seal, and also the first lord of the Admiralty, the Earl of Orford; and Lord Bellomont's name was freely used by the agents of Bellomont's enemies in London, but a complete investigation vindicated Bellomont and the others who had fitted out Kidd as a privateer.

The Earl of Bellomont returned to New York by sea from Boston, arriving July 24, 1700, and continued his attacks on piracy and illegal trading with much vigor. So, although strongly opposed in his policy by powerful commercial interests he, with the assistance of Thomas Weaver, who had become collector, succeeded so well that the pirates found no shelter in New York.

The session of the General Assembly which followed soon after the governor's return did nothing of special benefit to New York, the only notable measure passed by it being to prohibit Roman Catholic priests and Jesuits from coming into the province, under severe penalties. After the session the earl went to a conference with Indians at Albany. He returned to New York in bad health, but in February, 1701, he had a severe attack of the gout, and on March 5 he died.

As with other rulers over countries divided by partisan rancor, there have been many estimates of the character and services of the Earl of Bellomont. The latest verdict of history is strictly favorable with reference to his government of New York, as it has been from the first with regard to his acts as they relate to New England. He was honest, fearless and zealous, and while not immune from error, was nearly always just in his judgments. He believed in representative government and upheld it; believed in justice and worked with disinterested enthusiasm to right the wrong done by Leisler's death and attainder.

He was probably wrong about Dellius so far as the Domine's character was concerned. Dellius had been a great enemy of Leisler, and a favorite of Sloughter and Fletcher, but he seems to have been a faithful pastor and he certainly did good service in teaching and restraining the Indians. On the other hand his land grants were far more than any man should have been given, and the earl did a patriotic service in persuading the Assembly to revoke them; for from Leisler's time on, Dellius attended more to civic than to ecclesiastical matters.

During the earl's administration the most notable building erected in New York was the new City Hall, built in 1699-1700. The old "Stadt Huys," built in 1642, had become so dilapidated that it had been abandoned by the courts and the Common Council. The property on the north side of Wall Street was owned, in alternate sections, by Colonel Nicholas Bayard and Abraham de Peyster. Mr. De Peyster, who was the earl's most faithful

friend and adviser during his entire administration, gave the land, and Lord Bellomont permitted some material from the old fort to be used. The corner-stone was laid in 1699, by David Provoost, mayor of the city, in which office he succeeded Johannes de Peyster, his brother-in-law.

Domine Selyns, pastor of the Reformed Dutch Church, who died in July, 1701, after a pastorate in that church of nineteen years, was not friendly to the earl's administration, having been pastor to most of the anti-Leislerian leaders. In 1699, the infirmity of Domine Selyns becoming apparent, Gaultherius Du Bois, twenty-eight years old, was called as his assistant, and two years later succeeded him, and was a prominent figure in church and civic affairs during a pastorate of fifty-two years.

CITY HALL, WALL STREET
Erected in 1700. Demolished in 1812

CHAPTER SIXTEEN

ADMINISTRATION OF LORD CORNBURY NEW YORK'S WORST GOVERNOR

Edward Hyde, Viscount Cornbury, who was appointed governor of New York by King William, was grandson of the first Earl of Clarendon, prime minister and lord chancellor of England under Charles II. His father, the second earl, was brother-in-law to King James II, and the son was, therefore, first cousin to Princess Anne, later Queen. He was educated in Geneva, and in 1688 married a daughter of Lord O'Brian.

Lord Macaulay, in his History of England, describes Lord Cornbury as a man so mentally inferior as "almost to verge on intellectual imbecility," while he was absolutely lacking in principle, dissolute in his life, arrogant in his demeanor and violent in temper. His kinship to James II secured him place and preferment, and he held a commission in the household troops of that monarch. He held the confidence of the king as one devoted to his person and his cause, and he was supposed to be one of the most loyal of the Jacobites, but when William of Orange approached the city of Salisbury, Lord Cornbury was one of the first to abandon his uncle's standard, carrying three cavalry regiments out of the army of James to that of William. There was no matter of principle involved in this action, the only motive of which was the desire to be on the winning side, and this act of desertion was regarded, even in that day of easy political morals, as absolute and despicable treachery.

It was for this act that William rewarded Lord Cornbury with appointment as governor of New York, to which office he was commissioned in September, 1701. He did not sail, however, until the following March, two days before the death of the king, and he arrived in New York May 3, 1702. Upon his arrival, after having his commission publicly read and taking the usual official oaths before Chief Justice Atwood, he received the seal of the province from Lieutenant Governor Nanfan, who had administered the affairs of the province since the death of the Earl of Bellomont. Lord Cornbury thereupon administered the oaths of office to those members of the Council who had been specifically named in his instructions.

In the first important matter that came up for the governor's action, he aligned himself squarely with the anti-Leislerian, or aristocratic faction. This was in connection with Nicholas Bayard, then in jail under conviction for high treason. During the last part of Bellomont's administration the Leislerians were in full power, a majority of that party having been elected

to the General Assembly, and others having been appointed members of the Provincial Council when Bellomont dismissed councilors from the other party who would not support his endeavors to suppress piracy, or to vacate excessive land grants. After Bellomont's death the Leislerians became more strongly partisan in their actions, and determined to avenge the acts of their opponents in general, and of Nicholas Bayard in particular, who had brought about the death of Leisler and Milborne.

Chief Justice William Atwood had been sent from England to be head of the court in New York, where he arrived July 24, 1701. He had been selected because he was reputed to be an expert in admiralty law and therefore especially qualified to punish pirates and violators of the navigation laws, in which direction Chief Justice Smyth, whom he succeeded, had not given much support to Lord Bellomont's efforts. The accession of Atwood, who at once aligned himself with the Leislerians, and the loss of office by Smyth, who had been their friend, added greatly to the discomfiture of Bayard and associates. The lieutenant governor, John Nanfan, was a relative of Lady Bellomont, and in sympathy with the Leislerians.

On the other hand, Thomas Noell, anti-Leislerian, was elected mayor at the annual election in October, 1701. In three of the wards the aldermanic candidates of both parties claimed election. The Leislerian claimants were sworn in by De Remer, the retiring mayor, but Noell, when himself sworn in, refused to recognize them, and the city government came to a standstill.

Bayard and his friends saw little hope of return to power unless Lord Cornbury (whose appointment had been announced, but whose arrival was delayed) could be won to their side. So addresses to the king, to Parliament, and to Lord Cornbury were prepared, setting forth the Bayard view of the government of the colony under the late governor, the present lieutenant governor and other officials in which some statements were made which were considered sufficiently strong to base an indictment against Bayard and against Alderman John Hutchins, one of his satellites, for high treason. The indictment was founded on an act which, in 1691, after Leisler's execution for high treason, Bayard had himself prepared and had passed by the legislature and approved by the king. It prescribed the pains, penalties and forfeitures of high treason for those who should in any possible way endeavor "by force of arms or otherwise to disturb the peace, good and quiet of their Majesties' government as now established."

Asked for his opinion, Attorney-General Broughton, who had come from England with Chief Justice Atwood, said he believed no crime had been committed by Bayard, and therefore declined to take part in the prosecution, whereupon Mr. Weaver was appointed solicitor-general for

the government and tried the case before the court, composed of Chief Justice Atwood, with De Peyster and Walters as lay judges. After the jury had been out a long time they returned a verdict of guilty, and Bayard was sentenced to death by Judge Atwood. He asked for a reprieve, but was told by the lieutenant governor that unless he confessed his guilt he would be executed. Bayard made several equivocal expressions of sorrow and half-confession, but finally, learning that his death warrant was to be signed he sent the required confession, which, however, he afterward contended, was merely to gain respite until Lord Cornbury should arrive, and upon receiving this confession Lieutenant Governor Nanfan granted a reprieve "until his Majesty's pleasure could be known." When Governor Cornbury arrived he reversed all the proceedings against Bayard, and restored him to liberty. When the anti-Leislerians petitioned, soon afterward, that Abraham de Peyster, Robert Walters and Dr. Samuel Staats, members of the Provincial Council, should be punished for their activity in the "late troubles," Lord Cornbury thoroughly aligned himself with the Bayard faction, dismissing these gentlemen from the council without a hearing, and appointing Dr. Gerardus Beeckman, Rip van Dam, Killiaen van Rensselaer and Thomas Wenham to membership in that board.

This arbitrary act of the governor incensed a large number of the people, and the New York Assembly, resenting it, passed an act to indemnify those who had sustained losses during the Revolution, which became known as the "Leisler Act." When the act was reported to the Lords of Trade in London they sent a peremptory order to Lord Cornbury that the Assembly should not be permitted to take such action.

A confirmation of Lord Cornbury's commission from Queen Anne was received Wednesday, June 17, 1702, with orders to proclaim her queen, which was done the following day in New York, and on the following Monday at Burlington, N. J., whence he went to Philadelphia and proclaimed the queen there the next day. On his return he found an epidemic (probably yellow fever) raging in the town. In alarm he went with his family to Jamaica, L. I., but found no place fit for his occupancy. The best house in the village was occupied by Rev. Mr. Hubbard, the Presbyterian minister, having been built for him by his congregation. William Smith's "History of New York" tells us that: "His Lordship begged the loan of it for the use of his own family, and the clergyman put himself to no small inconvenience to favor the governor's request; but, in return for the generous benefaction, His Lordship perfidiously delivered the parsonage-house into the hands of the Episcopal party, and encouraged one Cardwel, the sheriff, a mean fellow, who afterward put an end to his own life, to seize upon the glebe, which he surveyed into lots and farmed for the benefit of the Episcopal Church."

The action here referred to was executed July 4, 1704, by the sheriff on an order from Cornbury, whose plea was that the church and parsonage having been built with public money it could belong only to the Church of England. As a matter of fact the church had been planned by New England Puritans resident in Jamaica, who had raised sufficient money to purchase the ground and to partly build the foundation of the church. They were the instigators of the "Ministerial Act" of 1691, under which the church was finished and the yearly salary of the minister was paid. The congregation built the manse and the Rev. Mr. Hubbard, whom they called to the pastorate, ministered to the people and remained unmolested until Lord Cornbury suddenly developed a degree of fanatical zeal for "the Church of England as by law established," though it had, in fact, never been established in New York. Moreover, in 1691, when the "Ministerial Act" was passed, there were no Episcopalians in Jamaica. In fact there were less than a score of that faith there when Cornbury had the Presbyterians ousted in 1704. The Presbyterians, contending that the governor exceeded his authority, occupied the church after being notified by the sheriff, until on one Sunday afternoon, when the service was in progress, a party of Episcopalians, under Cornbury's advice, broke down the doors of the church and drove the worshipers into a neighboring orchard, where Mr. Hubbard concluded his sermon.

Rev. William Urquhart, clergyman of the Church of England, was put in possession of the church and parsonage, and the salary of the Presbyterian pastor was paid to him. After his death, in October, 1709, his daughter, who married a dissenting minister, continued to occupy the parsonage with her husband until 1711, but was then ousted by Governor Hunter at the request of the Episcopalians, and an Anglican minister again installed, and the wrangling continued, the church being occupied for different periods by the contending denominations, while a fight was kept up in the courts which did not finally settle the matter until 1828, when the decision was given in favor of the Presbyterians, who thereafter remained in peaceable possession.

During the administration of Cornbury, the province was in a state of perpetual expectation of an attack from the French fleet which had been assaulting the British possessions in the West Indies. This had some good effect in inciting the colonial government to the repair and increase of the defenses of the city. Fifteen hundred pounds was appropriated to fortify the Narrows, but went astray of its purpose, Lord Cornbury taking the money and using it to build a country seat on Nutten or Governor's Island, for himself and his successors. There was much discontent expressed when this diversion of funds became known, and considerable alarm when the news came of the arrival of a French privateer of fourteen guns off Sandy Hook, following news that French vessels, off the capes of Virginia, had recently captured

seven merchantmen. All able-bodied citizens of New York were set to work throwing up earthworks for the defense of the city, while Captain Richard Davis manned the Triton's Prize, which was the new name of a lately captured French man-of-war. He came up with the Frenchman at early dawn next day, July 26, 1706, and engaged the privateer until sunset, when in a dead calm the French vessel was carried out of range and sight by the use of the sweeps, and made its escape. Captain Davis, who had received an ugly wound in the neck during the engagement, returned and reported all present danger passed. The next day a report that ten large French privateers had passed inside of Sandy Hook created a panic, which was allayed by the later information that the ten French vessels were prizes captured by Captain Adrian Clavear, who was bringing them into port. For a time every incoming vessel was figured as a hostile Frenchman, until it came close to land.

When the panic had subsided the people began to talk earnestly about the governor's criminal perversion of funds; the City Council ordered that the aldermen should solicit subscriptions, each in his ward, for the fortification of the Narrows, and the Assembly, in view of Cornbury's misfeasance, insisted on appointing its own treasurer to receive and disburse any moneys the legislature might order to be raised for public purposes. This legislature was very bold and had passed an act to establish a free grammar school under control of the corporation of the city; a provision which was very obnoxious to Cornbury, who did not believe in the education of the masses. He is said to have been dissuaded from open opposition or veto by Rev. William Vesey the rector of Trinity. The Assembly was a thorn in Cornbury's side, for it had very democratic ideas of its rights and powers. Even worse, from the Cornbury standpoint, was the Legislature of New Jersey, which refused point-blank to accede to his requests to grant him a salary of £2000 per annum for twenty years; and when he immediately dissolved the Assembly and called for the election of a new one in the spring of 1706, for the specific purpose of increasing and renewing his salary, he found the new body even less appreciative of his proposition than the old one.

When the New York Assembly made the right to appoint its own treasurer a condition precedent to the granting of supplies for specific purposes, Cornbury tried to have it remove the condition; but finding it obdurate, and fearing he would have no supplies voted, he referred the matter to the home government. Much to his chagrin the reply endorsed the action of the Assembly and ordered him to permit the General Assembly to name its own treasurer, and this order was accompanied by a letter expressing a hope that his lordship would lay before the Assembly an account of all moneys raised by acts of Assembly whenever they should desire the same, and counseled him to moderate and persuasive conduct in dealing with the Assembly. When the

order of the home authorities was transmitted to the Assembly it appointed Colonel Abraham de Peyster to the office of treasurer, and appropriated £3000 for the defense of New York.

Katherine, Lady Cornbury, died on Sunday, August 11, 1706, in the thirty-fifth year of her age. She had been in poor health from her arrival in New York, suffering from a pulmonary complaint. She had been married to Lord Cornbury eighteen years and had seven children, of whom only one son and two daughters survived her. Rev. John Sharp, chaplain of the fort, conducted the obsequies and preached her funeral sermon, and she was buried in Trinity Church.

Cornbury was a man of dissolute habits, and after his wife's death he became more dissipated. But he was regular in his attendance at church, posed as the devoted champion of the Church of England, and to emphasize his zeal was as severe as possible in his dealings with dissenters. Rev. John Hampton, of Maryland, and Rev. Francis Makemie, of Virginia, being on their way to Boston, and calling upon the governor, were invited to dine with him, and did so. The few Presbyterians in New York had no church, so the next day (being Sunday), Rev. Mr. Mackemie preached to them in the house of a shoemaker named Jackson, and Rev. Mr. Hampton conducted services in the Presbyterian Church at Newtown, Long Island. When Cornbury heard of their preaching he ordered the sheriff of Queens County to arrest the two clergymen, and bring them before him. When this was done, the governor told them that the law would not permit him to countenance strolling preachers "who might be Papists in disguise," for all he knew to the contrary, and that they had no right to preach in New York without his consent. Makemie claimed that having qualified in Virginia he was entitled to preach anywhere in the queen's dominions, and the controversy, which became very warm, was ended by the two clergymen being sent to the city jail, where, because Roger Mompesson, then chief justice, was out of the city, they languished for seven weeks.

At that time the great majority of the people of New York were of the Reformed Dutch Church, and there was a French Huguenot church in Pine Street, erected in 1704, with a congregation made up of refugees, while the few Presbyterians mentioned and a not very much larger number of English Episcopalians made up the rest of the churchgoing population. Even the latter were not pleased at Cornbury's arbitrary action, while those of the other denominations were greatly exercised at his tyranny.

Rev. Mr. Makemie, while in the jail, managed to have conveyed to Boston and printed the sermon which he had preached at Newtown, with a dedication to those who heard it. This sermon, with the title, "A Good Conversation," now one of the most rare of our historic pamphlets, was an able and evangelical discourse entirely free from controversial matter, and it caused the

entire community, without respect of denominational alignment, to recognize the great injustice done to Messrs. Makemie and Hampton. They were acquitted at the trial, but with great inconsistency were condemned to pay the costs of the action.

During Cornbury's administration Trinity Church acquired its title to the great properties which it has since held, at that time known as the "Queen's Farm" and the "Queen's Garden." The Queen's (formerly "King's") Farm was a tract of sixty-two acres, the present boundaries of which are the Hudson River, Christopher Street, Bedford Street, West Houston Street, Sullivan Street, Canal Street, West Broadway, Barclay Street, Broadway to Fulton Street, and on that street west to the river again. The tract was granted to Roeloff Jansen by Governor Wouter van Twiller, in 1636. Jansen died a few months after receiving the grant, leaving his widow, Annetje Jansen (name corrupted into "Annetje Jans"), with four children. The widow married Domine Everardus Bogardus in 1638, and had four other children by him. Bogardus was drowned September 27, 1647, and in 1654 the property, then popularly known as "the Domine's Bouwerie" was confirmed by patent from Governor Stuyvesant to the widow, and again confirmed by the English government in 1664. It was conveyed in 1671, by the heirs, to Governor Lovelace, and was afterwards known as the King's Farm; and it was the failure of Cornelius Bogardus, one of the heirs, to join in this conveyance, which brought the long-continued "Anneke Jans" litigation, which was only ended a decade or two ago. The farm was leased to Trinity Church by Governor Fletcher, but the lease was terminated by the Earl of Bellomont. Mr. Vesey, the rector of Trinity, had set his heart on securing the property for the church, in perpetuity, and Lord Cornbury who made great outward profession of zeal for the Church of England, secured from Queen Anne, in 1705, a grant, by letters patent under the great seal of the Province of New York, "to the Rector and Inhabitants of the City of New York in Communion with the Church of England," which included not only the Queen's Farm, but also another tract, known as the Queen's Garden, a tract south of Trinity Church, extending west from Broadway to low water mark on the Hudson River.

The act of the queen and Lord Cornbury in making this grant was very obnoxious to the great majority of the people of New York, although it was only one of many of the grievances which the citizens of New York held against that disgraceful personage. The New York Assembly appointed a Committee on Grievances, which made out a formidable list of tyrannies, arbitrary exactions, and peculations of the governor, which they sent to the home government, accompanied by many petitions from citizens of New York and New Jersey asking for his recall. Lord Cornbury, thoroughly alarmed, called his Council together and had them pass a resolution exonerating him from all the

charges of corruption; but, the showing made against the governor was too strong to be overcome by this finding of his satellites, and Lord Cornbury was deposed from the governorship. John, Lord Lovelace, Baron of Hurley, was appointed governor as his successor.

Cornbury was a weak, effeminte, immoral man, a political adventurer without conscience or character. He amused himself in all kinds of sensual pleasures, and had so little personal dignity that he delighted to don female attire and walk around the fort thus dressed, in view of the soldiers of the garrison. The fact that he did so is mentioned in nearly all the narratives of his doings, and the only guess that has been hazarded as a possible reason for this conduct is that, so attired, his physical resemblance to his cousin, the queen, was made very evident. As an administrator there is scarcely anything to his credit. He was a bribe-taker, he appropriated public funds to his own use, was thoroughly selfish and dishonest, dissolute in his conduct, and absolutely depraved. When he was no longer governor he was thrown in jail for his private debts, for he scarcely ever had paid a personal bill, but upon the death of his father he paid his debts and left for England to take his seat in the House of Lords as the third Earl Clarendon. The verdict of history is practically unanimous, that he was the worst governor New York ever had.

FRENCH PROTESTANT CHURCH
Erected in the year 1704 in the present Pine Street near Nassau Street

CHAPTER SEVENTEEN

ADMINISTRATIONS OF LORD LOVELACE AND GENERAL HUNTER
SETTLEMENT OF THE PALATINES IN NEW YORK

John, Lord Lovelace, Baron of Hurley, who was appointed as successor to Lord Cornbury in the office of governor of New York and New Jersey, was appointed March 28, 1708, but did not embark at once, because he was engaged in the war then going on under the Duke of Marlborough, in Flanders. Finally, in October, 1708, he embarked in Her Majesty's ship Kingsale, with his wife, Lady Charlotte, daughter of Sir John Clayton, and three little sons, John, Wentworth and Nevil Lovelace. The fleet of which the Kingsale formed a part was dispersed by a heavy December gale, from which the Kingsale herself took refuge in Buzzard's Bay, whence, after the storm subsided, she steered through Long Island Sound, the navigation of which, in the ice of a winter of exceptional severity, was found so difficult that the captain made a landing at Flushing, Long Island.

From there, after a rough land journey to the ferry at Breukelen, Governor Lovelace and his family made a miserable passage by open boat, on December 18, 1708, to New York, where he was received by Lord Cornbury and the Council. Lord Lovelace and two of his children caught colds on their trip from Flushing to New York, from which they never recovered; but in spite of ill health the new governor went gracefully through the inaugural ceremonies and a dinner which Lord Cornbury and the Council had provided for him.

The members of the new council appointed by Lord Lovelace were Colonel Peter Schuyler, president, Dr. Gerardus Beeckman, Rip van Dam, Thomas Wenham, Chief Justice Mompesson, Adolph Philipse (son of Frederick Philipse), John Barberie, William Peartree. With the incoming of the new governor the Provincial Assembly was dissolved and writs were issued for the election of a new one, which met April 6, 1709, and elected William Nicoll speaker of the Assembly, an office which he held during six preceding and ten later sessions, after which he declined reëlection because of failing health.

The royal instructions given by the Lords of Trade to Lord Lovelace did not differ much from those which had been given to his predecessor. Lord Cornbury had used them oppressively to raise appropriations which he had applied, in large degree, to his own use. Lord Lovelace asked the Assembly to provide funds for the expenses of the government and to extinguish the debt which had been piled up by his predecessor. He also asked for a special appropriation for the fitting out of a sloop to attend Her Majesty's men-of-war in their cruisings on the New York coast, declaring his willingness to have his

own salary taxed for the last-named purpose. He called their attention to the act which passed the Provincial Assembly in 1702, which had provided for the raising of a specific annual revenue for the term of seven years, and which would expire in the then current year, and asked them to renew the grant for another like term. But the Assembly remembered Cornbury's exactions, and while they liked Lovelace, they decided that the only safe method was to vote revenue for the government year by year and in specific appropriations for designated purposes. This principle was afterward maintained and the stand taken by the Assembly then, was the beginning of a contest between the representatives of the crown and the representatives of the people. Lord Lovelace, however, did not contend, his health being very bad all winter because of the cold he had caught on the journey from Flushing to New York. His son, Wentworth, had died in April, and his oldest son, John, was seriously ill when Lord Lovelace died of pneumonia, May 6, 1709, the boy following two weeks later.

In his short service as governor, Lord Lovelace had made a most favorable impression upon the citizens of New York, and his death was the occasion of general sorrow among the people. Rev. William Vesey preached his funeral sermon on May 12th. The bereaved Lady Lovelace returned to England with her third son, Lord Nevil Lovelace, in whom the baronage of Hurley became extinct upon his death without issue or male relatives, in 1836. Ada, daughter of Lord Byron, was, through her mother, a descendant from an elder branch of the Lovelace family in a female line, and the name was revived by conferring upon her husband, Lord Ockham, in 1838, the title of Earl of Lovelace, which is now (1910) held by his son by a second wife.

Lieutenant Governor Ingoldesby became acting governor until an order came for his removal, when he resigned the government into the hands of Dr. Gerardus Beeckman, who was then acting as president of the Council in the absence of Colonel Peter Schuyler who was then with the troops engaged against the French and Indians on the frontier. Dr. Beeckman filled the office until the arrival on June 14, 1710, of the new governor, General Robert Hunter, who was a scion of the old Scotch family of the Hunters of Hunterston. Entering the army and serving with the Duke of Marlborough, he rose to the rank of major general. He was well known as a courtier, scholar and wit, and was a friend of Dean Swift and also of Addison, who, being secretary of state, appointed him governor of Virginia, in 1707.

On his way outward to Virginia the ship which carried him was captured by a French privateer, and he was carried to France and imprisoned until 1709, when he was exchanged for the bishop of Quebec. When he arrived in London he was offered by Queen Anne a commission as governor of Jamaica, but as news came of the death of Lord Lovelace he was offered a choice be-

tween Jamaica and New York, and chose the latter. His council, the members of which were named in his "Instructions," were Peter Schuyler, Dr. Samuel Staats, Robert Walters, Dr. Gerardus Beeckman, Rip van Dam, Caleb Heathcote, Killian van Rensselaer, Roger Mompesson, John Barberie, Adolphus Philipse, Abraham de Peyster and David Provost.

Governor Hunter brought with him the most notable accession to the population of New York made during that period, comprising three thousand people from the Lower Palatinate of the Rhine. That principality had strongly espoused the Lutheran faith and had for that reason become victim to the fanatic rage of Louis XIV, who ravaged their land on the pretext that they had harbored heretics; burning cities, towns, granaries, homes, vineyards and growing crops, treating the inhabitants with inhuman cruelty, and carrying off everything valuable they did not destroy by the torch.

A few of these Palatines, headed by their pastor, Joshua Kocherthal, made their way to London and petitioned Queen Anne to include some of their people in a company which was soon to be sent out to America; and as the petitioners produced evidences alike of their own worth and of their distressful condition, their appeal was favorably received and the queen granted the request, giving them lands free of tax or quitrent, free transportation, seed, agricultural tools and furniture, and provided for their support until their first harvest should be gathered. They were settled on a grant of 2190 acres, above the Highlands of the Hudson, on the west bank of the river, where the city of Newburg now stands. There they created a thriving community, clearing the lands, bridging the streams, making roads, creating a town and building a church, for which Queen Anne provided a bell.

As soon as the colony was in good running order Pastor Kocherthal returned to London, and after reporting to the queen, who approved of his proposal to add to the number of his compatriot co-religionists, he went to Germany, where he brought together three thousand more victims of the persecution of Louis Quatorze, whom he conveyed, by way of Rotterdam, to London. The number was rather staggering: Anne had expected scarce one-tenth as many, and the undertaking to provide for this larger body on the same scale of liberality, as for the smaller band which had preceded them was a much more burdensome proposition. Some of her advisers suggested sending them to Jamaica, but that did not appear advisable, for climatic and other conditions.

It so happened that General Hunter, who was in London, preparing to go to his government of New York, to which he had been appointed, had been consulting with the Admiralty upon a project to secure from the American colonies the supply of naval stores, ship timbers and masts, for which Norway had been the source of supply. He was deliberating upon this problem when the other one, about the Palatines, was presented, and after some thought he

presented a program for the solution of both. It was simply to take the Palatines to America, under a contract to combine the production of naval stores and timber material with their homemaking, to settle on the lands allotted to them and not leave them without the approval of the governor, and to manufacture tar and other naval stores until, at the agreed rate of five pounds per ton, they had repaid the amount advanced them; and as soon as that was done, each settler was to receive forty acres of land to be free of tax or quitrent for five years. The voyage was tempestuous. A boat passing from one ship to another was capsized and its occupants drowned, and a sickness carried away others, so that the fleet arrived in New York with 470 less of the emigrants than had started from London. The locating of the Palatines was finally accomplished with much difficulty, and after Governor Hunter had advanced large sums in the project he found great trouble in securing a refund from the home government, which had changed in partisan complexion since he had left England.

Governor Hunter made a friend and adviser of Colonel Lewis Morris, a leading landowner of New Jersey and New York, who was the son of Richard Morris, an officer in Cromwell's Army, who emigrated about 1670 and bought a manor twelve miles square, north and east of the Harlem River, to which he gave the name of Morrisania. He was a wise and judicious counselor to the governor, for whom he had a great friendship. He named after the governor one of his sons, Robert Hunter Morris, who later became chief justice of Pennsylvania.

Though Governor Hunter was a devoted member of the Church of England, he became mixed up with religious dissensions due to the intemperate zeal of Rev. William Vesey, who charged the governor with too much friendliness for dissenters, making bitter complaint to the bishop of London and Earl of Clarendon; and getting other clergymen and laymen to make similar complaints, all of which were fully answered in letters which the governor and Colonel Lewis Morris sent in refutation, and no harm came to the governor from these attacks.

The governor was busy in 1711, raising troops and getting appropriations from the Assemblies of New York and New Jersey, for the participation in the united but, as it proved futile, attack upon Canada. The New York Assembly raised £10,000 and the New Jersey Assembly £5000 for the purpose. The army, which, headed by Lieutenant General Nicholson, mustered at Albany, included Colonel Ingoldesby's regiment of regulars completed from the New Jersey troops and three hundred Palatines, who were drafted for the purpose; Colonel Schuyler's New York regiment, filled out with Palatines and Indians; Colonel Whiting's regiment, raised in Connecticut; and a detachment from the Five Nations and their allies,

making an army of 2310 men. A fleet was organized in the colonies, under command of Admiral Walker, to coöperate with Her Majesty's fleet for the capture of Quebec, and a message was received from Walker by Governor Hunter, dated from the mouth of the St. Lawrence River, on August 14th, stating that they were on their way to Quebec and asking for more supplies because of the possibility that the fleet might be icelocked for the winter and The Feversham and transports were sent forward with large supplies of provisions. In September a despatch from General Hill on Her Majesty's ship Windsor told how in a heavy fog on August 22, 1711, through the ignorance of the pilots shipped at Boston, the fleet had gone on the north shore, losing eight transports and a thousand men, besides a full-laden provision ship. Following this disaster the admirals and captains decided that in view of the incompetence of the Boston pilots the ascent of the river must be abandoned as impracticable. General Hill asked Hunter to inform General Nicholson of the news, leaving it to his option whether or not to go on or return with his troops. Nicholson felt that, under the circumstances, he had better postpone the campaign, and the troops came back. The fleet returned to England, arriving after the loss of another ship, the Edgar, seventy guns, with four hundred men, by an explosion. The war between England and France had a listless course from that time until ended in 1713 by the Peace of Utrecht.

The importation to New York of African slaves, which had been inaugurated by the West India Company was continued under the English *régime*. The census of New York City, dated June 5, 1712, showed a population of 4848 white and 970 black people. A slave mart had been established on Wall Street and the more aristocratic families had each from three to fifteen slaves. Some statistics have been preserved and are quoted in Wilson's Memorial History of New York, which says that "in 1704 Widow Van Cortlandt owned nine slaves; Colonel De Peyster, the same; Rip van Dam, six; the widow of Frederick Philipse, whose household comprised only herself and child, seven; Balthazar Bayard, six; Mrs. Stuyvesant, five; Captain Morris, seven; while William Smith, of the Manor of St. George, had twelve." In 1712 the town was aroused by a conspiracy of negro slaves, of whom twenty-three met in an orchard, armed with swords, guns, knives and hatchets, planning to capture the town. Cuffee, the negro slave of one Vantilburgh, was assigned by the conspirators to start the attack by setting fire to his master's outhouse which he did, then joining the others as they hastened to the fire. When the building began to blaze and citizens hurried to the scene, the negroes fired upon them, killing several. The report of the muskets revealed the conspiracy and a general alarm was given. Governor Hunter promptly ordered a detach-

ment of soldiers to the scene, and at the first roll of the drums the conspirators scattered into the adjacent woods. The militia was called out to beat the woods and all the conspirators were taken except six, who committed suicide rather than be captured. At the trials, as reported by Governor Hunter, "twenty-seven were condemned and twenty-one executed; some were burnt, others hanged, one broke on the wheel, and one hung alive in chains in the town, so that there has been the most exemplary punishment inflicted that could be thought of." It seems at least to have been effective, for there was no further slave uprising for three decades.

The Palatines who had come with Hunter caused a great deal of trouble with their mistakes and misfortunes. Land-grabbing speculators prevented them from getting desirable lands, and laid claims to the various locations they selected, and the matter was not settled until after the close of the Hunter administration.

Jacobus van Cortlandt was mayor of New York in 1710, Colonel Caleb Heathcote was mayor from 1711 to 1713, and John Johnston was mayor from 1713 to 1720. He was a merchant and vessel owner. Among the noteworthy immigrants of the Hunter period were William Smith, who came in 1716 and whose son, William Smith, was later notable as historian of New York; James Alexander, who came the same year from Scotland, was a good lawyer and was later appointed by Hunter surveyor general of New Jersey and later attorney-general of New York. He married Mrs. Provoost, a New York lady, and by her had a son, William, who fell heir to the Earldom of Stirling and afterward figured prominently in the American Revolution. Chief Justice Mompesson died in 1715, and Colonel Lewis Morris was appointed in his stead.

General Robert Hunter was one of the best and ablest of the royal governors of New York. He dealt justly according to his light, and wisely within the bounds of his limitations. One of these limitations was contained in the instructions given him by the British Colonial Office, which insisted that the Assembly should make grants for long terms. The Assembly consistently stood for the plan of annual estimates and appropriations, and upon that issue were constantly out of accord with the governor, until in 1715, with the aid of his friend and adviser, Lewis Morris, he succeeded in securing the election of an Assembly which was more tractable, and which was largely dominated by Morris, who was a member. This Assembly readily acceded to the governor's request for a revenue grant running for three years.

Soon after his arrival, in 1711, Governor Hunter had made an innovation by establishing a Court of Chancery, with himself as chancellor, which had met with strenuous objections from the Assembly, as the chancery

jurisdiction had, previous to that, been in the hands of the governor and Council, jointly. The legislatures had always contended against the assumption of the right to establish courts as a matter of royal prerogative, but the Lords of Trade decided in favor of the governor's right to establish the court.

Governor Hunter made many concessions to popular opinion, which added to his prestige in the province. He permitted the naturalization of the Dutch inhabitants, imposed taxes on British imports for the benefit of the province, and levied tonnage duties on foreign vessels. He appointed Colonel Lewis Morris, who was an able lawyer, to be chief justice of New York and New Jersey, in 1715, and in addition to judicial duties he continued in his seat in the Assembly.

On August 2, 1714, Queen Anne died, and George, Elector of Hanover, was proclaimed king, as George I. The news did not reach New York until October 7, and a day or two afterward King George was proclaimed with appropriate ceremonies, and the fort's name was changed from Fort Anne to Fort George.

It was at the close of Governor Hunter's term, in 1719, that the Presbyterians built their first church in New York City, on a plot which they had bought for church and cemetery in the previous year, in Stouttenberg's Garden which fronted on the north side of Wall Street, between what is now Nassau Street and Broadway. The building was torn down in 1748 to make room for a larger structure, of stone, which continued as the First Presbyterian Church until 1844. The first pastor was Rev. James Anderson.

Governor Hunter notified the General Assembly of his retirement, making a speech in which he felicitated the legislators on the fact that partisan rancor, which had been rampant on his accession to the governorship, had entirely disappeared, and wishing the province a great and prosperous future; and Robert Livingston, speaker of the Assembly, replied, speaking of the governor and his administration in the most eulogistic terms.

Governor Hunter had many reasons for wishing to return to England. He was suffering tortures from sciatica, of which, as he declared in a letter to Secretary Popple of New Jersey, "I have no hope of Ease on this Side, having try'd all remedys, Christian and Pagan, Palenical, Chymical and Whimsical, to no purpose. Aix-la-Chappelle is all my present Comfort." His wife had an inheritance in England, which he wished to secure for his children, and he had expended large sums out of his own funds for the benefit of the Palatines, for which he had made great but futile efforts to secure reimbursement from the British Government, but hoped for better success through personal importunity. He had arranged for his return

carefully and secretly, chiefly in correspondence with his friend, William Burnet, son of Gilbert Burnet, a distinguished divine, who, as bishop of Salisbury from 1689 to 1715, had been a powerful factor in seating William and Mary on the British throne, and making certain the Protestant succession.

William Burnet had incurred great losses through the bursting of the historic South Sea Bubble, and was desirous of securing some more lucrative post than that of comptroller-general of customs for Great Britain, which he then held at a salary of £1200 per annum. That post, with residence in London, seemed to Governor Hunter, in spite of its smaller compensation, an attractive one to step into from the governorship of New York. So the two arranged to exchange offices, and as both of them had much influence at court their arrangement was officially ratified. William Burnet was commissioned captain general and governor in chief of New York and New Jersey, and General Hunter took the comptroller-general appointment.

He lived in London from 1719 to 1727, associating with that brilliant literary coterie of which Steele and Swift were then the shining lights (Addison dying in 1719). He was a contributor to The Spectator, author of the famous letter on "Enthusiasm," which was attributed by some to Swift and by others to Shaftsbury, and was also the reputed author of a farce called "Androboros." In July, 1727, General Hunter was appointed governor of Jamaica, which office he held until his death on that island, March 11, 1734.

NEW YORK IN 1674

CHAPTER EIGHTEEN

ADMINISTRATIONS OF WILLIAM BURNET AND JOHN MONTGOMERIE
FIRST NEWSPAPER AND MONTGOMERIE CHARTER

When William Burnet came to New York as governor, in 1720, he was thirty-two years of age and a widower, his wife, who was a daughter of Rev. Dr. George Stanhope, dean of Canterbury, having died leaving a son, Gilbert, who was five years old when he came with his father to New York. The governor arrived September 16, 1720, and published his commission the next day. Making a quick investigation he found that the party which had been politically unfriendly to Governor Hunter had increased in strength since his departure, during which time the government had been administered by Peter Schuyler, senior member of the Council, as acting governor. Governor Burnet therefore determined, instead of the usual course pursued by new governors, of calling for the election of a new Assembly, to summon again the old body which had got along so harmoniously with Governor Hunter.

George Clarke, who had been secretary of the province from 1703, made strong objections to this course, but the governor was determined, and the Assembly, called together at Fort George, immediately made a grant for the support of the Provincial Government for five years, and he secured similar action from the legislature of New Jersey.

The Council organized by Governor Burnet consisted of Peter Schuyler, Abraham de Peyster, Robert Walters, Gerardus Beeckman, Rip van Dam, Caleb Heathcote, John Barberie, Adolph Philipse, John Johnston, Francis Harrison, Thomas Byerly and George Clarke. Peter Schuyler and Adolph Philipse, with some others were very earnest in their advocacy of the calling of a new Assembly, and the friction was such that on the request of the governor, transmitted to the authorities in London, they were removed from the Council, and Dr. Cadwallader Colden and James Alexander, both fast friends of Governor Burnet, were appointed members of the Council in their stead. At the request of Robert Livingston, who, because of his advanced years, wished to resign his place as secretary for Indian affairs, his son Philip was, on the recommendation of Governor Burnet, appointed in his stead.

Governor Burnet, in addition to the affairs of state, found pleasant personal occupation, and as the result of it, in about eight months after his arrival in the province, he married, in May, 1721, Anna Maria van Horne. She was born in New York in January, 1702, being the daughter of Abraham and Mary (Provoost) van Horne, and granddaughter of David Provoost. Her father, who was a Dutchman whose knowledge of English was very

limited, was one of the wealthiest merchants of New York, and had a bolting-mill and baking house in Wall Street. When Colonel Abraham de Peyster became incapacitated from further service in the Council, in 1722, the governor secured the appointment of his father-in-law, Abraham van Horne, to the place, and he remained a member of the Council until his death, in 1741.

Burnet found a serious problem in the increasing traffic of French traders from Canada with the Indians in the province of New York. Bound up with the incursions of these traders and of Jesuit missionaries was a national desire to so attach the Indians to the French that at some opportune time they would ally themselves with the French to capture the province from the English. As the French traders procured in New York the goods which they afterward sold to the Indians, Burnet conceived the idea that the most effective way to stop French aggression was to prohibit the sale to the French of merchandise, such as the Indians desired, and to open up ways for the Indian needs to be supplied by traders who were subjects of King George, at prices with which the French could not compete.

As part of his plan he put a bill through the legislature, by the efforts of Lewis Morris, which prohibited all sales of goods to the French under a penalty of forfeiture of the articles so sold and a fine of £100 additional. The New York merchants who had been engaged with profit in the sale of goods to the Montreal traders made vigorous protest, and laid the matter before the British Lords of Trade, which suggested a modification, but otherwise fully sustained the governor, and in 1726 an act was passed which imposed a tax of thirty shillings per piece on sales to the French of "strouds," as the kind of English cloth in demand among the Indians was called, from the city of Stroud, in Kent, where it was woven. The same goods, if sold to English traders, were taxed only fifteen shillings per piece.

To push his policy Governor Burnet depended not only on legislation, but also on active efforts to encourage the colonials to engage more vigorously in Indian trade. He held various conferences with the Indians and secured their friendship; obtained legislation from the Assembly authorizing the renewal of the stockades around Albany and Schenectady, which were in a state of decay, and permitting the Albany authorities to erect two new blockhouses for home protection. He established a trading post at Oswego in 1722, thus for the first time planting the English flag on the Great Lakes. This, while not much liked by the Iroquois, or Six Nations, turned out a very profitable policy for the English. Peter Schuyler, Jr., son of the ex-president of the Council, with eight other young traders, established a great business. The new duties enabled them to sell goods much more cheaply than the French traders, and the business in furs greatly increased, though at first there was a considerable falling off of the business of some merchants who had been supplying Montreal traders.

The social life of New York City was bright and gay. The governor was a handsome man of excellent manners, genial and affable, and his wife was a social favorite; so the governor's mansion at Fort George at the Battery was the scene of many noteworthy gatherings of the best colonial society. Many of the wealthier classes maintained elaborate establishments, and Secretary Clarke and a few others owned spinets, those queer little jingle-boxes which were the crude forerunners of the pianoforte. "Likely negro men and wenches" fetched from £45 to £60; and besides those already in the colony or brought from the other colonies there were directly imported from Africa 703 negro slaves during the seven years from 1720 to 1726. The negro slave market established in 1709 at the foot of Wall Street was still in operation.

As a consequence of the ordinance passed in 1708 to permit Broadway residents to plant trees in front of their houses, that thoroughfare presented a very attractive appearance all the way to the Common, where at the upper end of the present City Hall Park, there was a famous spring of excellent water over which a large pump had been placed. The well-water downtown was of execrable quality, so the people secured water for their tea from this pump, which men carried in carts and sold to customers. This "Tea-Water Pump" was one of the leading institutions of the city until the early part of the Nineteenth Century. Not far from the pump was the public gallows.

While tea was a favorite beverage, it did not displace a general liking for stronger waters. Everybody drank, not only of the beer and hard cider made at home, but also of rum imported largely from Jamaica and retailed at two shillings and ninepence the gallon, and of wine brought from Madeira, while some of the Dutch residents continued to prefer Schiedam schnapps.

Trade increased considerably both in imports and exports, but particularly the latter. Imports for the period, 1717-1723 averaged £21,254, and from 1723 to 1727 averaged £27,480 yearly, while the exports, which averaged £53,389 from 1717 to 1723, averaged £73,000 per annum from 1723 to 1727, notwithstanding the obstruction to commerce caused by frequent captures of vessels by the pirates who infested the neighboring seas and coasts.

Municipal finances were very simple in those days. The receipts of the city for the seven years from 1721 to 1727 inclusive, were £3176, and the disbursements for the same period were £2187. There was due the city in 1728 a total of £1384, and there had never been a penny of bonded debt. The resources of the city were increased in 1728 by a lease, on better terms, of the ferry privilege between the city and Long Island, the term being for five years, and the rental £258 yearly. The City of New York claimed this right of ferriage exclusively, and the legislature backed that view of the matter, though the little Dutch village of Breukelen, a mile inland, asked for the right to establish a ferry of its own, which was not granted.

Opposition to the governor was for the first few years confined to the dismissed councilors, Peter Schuyler and Adolph Philipse, and a few who supported them in their demand for a new legislature, but there were many who objected to the active assumption by the governor of the functions of chancellor. A case came up in reference to Rev. Louis Rou, pastor of the flourishing Huguenot congregation, *L'Eglise du Saint Esprit.* It had a stone building in Pine Street, and after Mr. Rou succeeded James Laborie in the pastorate, in 1710, it increased in membership so that several years later Rev. J. J. Moulinars was called as assistant pastor. In the autumn of 1724 the Consistory of the church dismissed the pastor, appointing Mr. Moulinars to the place. Mr. Rou protested against dismissal and was backed by many of his parishioners, and the council, after a hearing, declared the dismissal was irregular and unlawful, but as the Consistory declined to reinstate the pastor he filed a bill in chancery to compel them to produce their contract with him. Governor Burnet, acting as chancellor, overruled a plea by the Consistory to the jurisdiction of the court, whereupon the suit was dropped, Mr. Rou was reinstated and those of the defeated faction left the church, and charged their defeat to Governor Burnet, who was an intimate friend of the victorious pastor. The most powerful of the disgruntled faction was Stephen DeLancey, who was a man of much influence in local and provincial affairs. Adolph Philipse, who had a bill in chancery dismissed by the governor, for want of equity, found in this ruling new cause for enmity, and both he and DeLancey were open in their expressions of ill will against the governor.

At the meeting of the Assembly, in 1725, Adolph Philipse was elected speaker and Stephen DeLancey was one of the new members chosen to fill vacancies. When DeLancey presented himself to qualify for the place, Governor Burnet unwisely refused to administer the oaths to him until he had proved his citizenship. Later, after consulting Chief Justice Morris, the governor receded from this position, but his action in the matter had increased DeLancey's hostility. After a few weeks session in which several bills intended to embarrass the governor and Chief Justice Morris were passed the Assembly adjourned. In the spring it met again, but instead of renewing the appropriation for five years, as asked by the governor, they only provided for three years, so he dissolved the Assembly, which had been in office for eleven years. In 1726 he called a new one, which proved no less intractable, except that they approved his Indian policy, and his proposition to build a stone fortress at the mouth of the Onondaga River. Governor Burnet, being thus empowered, set about the work at once and the French, after erecting a fort at Niagara, sent a demand to New York that the fort at Oswego be abandoned.

Burnet, on the accession of George II, ordered the election of a new Assembly, which convened September 30, 1727, and adjourned November 25 following. There had been no friction between the Assembly and the governor about legislation, although it was dominated by Philipse and De-Lancey, but there had come, meanwhile, the tidings that the new monarch had appointed a new governor for New York, and so the opportunity seemed ripe to give Burnet a volley. On the last day of the session, before the Assembly adjourned, it adopted resolutions denouncing the Court of Chancery set up by the governor, and declaring a purpose to pass an act at the next session declaring all the acts, proceedings and decrees of that court null and void, coupled with denunciations of the tyranny and violent measures of the court. The governor, greatly incensed, dissolved the Assembly. He had reason to be indignant, for whatever may be said of the merits of the contention that a court should not have been created without the consent of the legislature, as a matter of political ethics, it is still true that as the law then stood it was on the side of the governor's right to do as he did; and the criticism of the governor's acts as chancellor was entirely untruthful and unjust, for his rulings seem to have been marked by an endeavor to judge rightly.

Burnet and his friends, when the news came that he was to be transferred to the governorship of Massachusetts, tried to have the order changed, but the word came back that he had been chosen, because of his abilities "to manage the troublesome people of Massachusetts," and the king's service required that he should make the sacrifice; so he made no further effort. He was in great sorrow at this period, for after Mrs. Burnet had borne him a son on the morning of August 7, 1727, she became very ill, and she and her child were buried together, after a few days, in the chapel within the fort. He had three other children, William, Thomas and Mary, by this wife, who survived their mother.

Though he had enemies, Governor Burnet was liked by a majority of the people in New York, and was very popular in New Jersey. In Massachusetts he had a controversy with the Assembly in endeavoring to have that body carry out the king's instructions in the matter of appropriations, but did not succeed in inducing the legislature to accede. His term was short, for he died of pneumonia September 7, 1729.

At the time of his death he had only been in Massachusetts a few months, for although his successor in New York, Colonel John Montgomerie, had been appointed August 12, 1727, he did not reach New York until April 15, 1728.

During the administration of Governor Burnet as governor, the city had three mayors: first, Richard Walters, an Englishman, who was a mer-

chant, and son-in-law of Jacob Leisler, and was mayor from 1720 to 1725; then Johannes Jansen, who after nine years' service in the Common Council was elected mayor in 1725, serving one year. He was succeeded by Robert Lurting, who served from 1826 to 1735. He was of English birth, came to New York as a young man, became a successful merchant and married the widow of a rich merchant named Richard Jones.

In the history of the administration of Governor Burnet no event is more important, historically, than the fact that it saw the inauguration of the newspaper in New York City. William Bradford, born in Leicester, England, in 1658, learned the printing trade in that country, and being a Quaker, was brought by William Penn to America in 1682, and was thus one of the founders of Philadelphia. In 1685 he established in Philadelphia the first printing press south of New England and the third in the colonies, and in 1691 was tried for seditious libel, but acquitted by the jury. Governor Fletcher, after his acquittal, invited him to New York, where he arrived in 1693, and was appointed public printer for the province of New York at a salary of £50 per annum, and later was also appointed printer to the government of New Jersey. He printed, besides public laws and documents, many of the early books and pamphlets of the colonies, and had desired to start a newspaper several years before, under Governor Burnet, he was permitted to do so. On October 16, 1725, he issued the first number of the New York Gazette, the fourth newspaper in the colonies. William L. Stone, in the monograph chapter written in 1893 on the "Newspapers and Magazines of New York," in General Wilson's Memorial History of New York City, says of this publication: "Bradford's Gazette was printed on a half sheet of foolscap, with large and almost worn-out type. There is a large volume of these papers in the New York Society Library, in good preservation, and a few numbers also in the New York Historical Society. The advertisements do not average more than three or four a week, and are mostly of runaway negroes. The ship news is diminutive enough, now and then a ship and some half-dozen sloops arriving and leaving in the course of a week. Such was the daily newspaper published in the metropolis of America one hundred and sixty-eight years ago!"

John Montgomerie, who succeeded Burnet in the governorship of New York, was a Scot from Dumfries-shire. He had been reared to the profession of arms and reached the rank of colonel, but he became a member of Parliament, and attached to the court of George, Prince of Wales, as groom of the bedchamber. He became an intimate and favorite of the prince, who, upon his accession to the throne, gave Montgomerie his choice of various positions, and he selected that of governor of New York and New Jersey.

When he arrived in New York in April, 1728, he went through the usual ceremonies of induction, and followed the established custom of calling the Indian chiefs together and telling them how much His Majesty George II loved them, making them various presents to prove it. He called a new Assembly, and as he was not insistent in his demands for anything, he secured a liberal grant, running for five years, with less trouble about the matter than any of his predecessors.

The new governor was a man of good moral character, but intellectually dull and temperamentally indolent. He had the virtue of modesty, however, and was fully aware of his limitations. Therefore he decided not to preside over the Court of Chancery, although under the law that was one of the functions of his office as chief magistrate. But he gave the very excellent reason that he lacked both knowledge and ability for the proper performance of the duties of the office, an example of reasonableness which might often have been followed with great benefit to the country, but which has seldom been imitated in the history of American officialdom.

Soon after Montgomerie's arrival the boundary line between New York and Connecticut, which in some of its detail had still remained a subject of dispute, was settled by actual survey upon the lines which are still retained. But the most important thing which occurred during the administration of Montgomerie and bears his name, is the Montgomerie Charter of the City of New York. The city had been governed under the charter of 1686, known as the "Dongan Charter," which had been promulgated by Governor Dongan and signed by the Duke of York; and under a supplemental charter relating to ferry privileges, granted by Lord Cornbury in 1708. There was some question as to the strict legality of the Dongan instrument, which was a proprietary charter, and had not been confirmed by the crown after the accession of the Duke of York to the throne under the title of James II. Needs of the city had from time to time been developed which did not seem to be sufficiently covered by the existing charters and, therefore, the corporation laid before the governor and his council, August 6, 1830, a petition for the issue of a royal charter by His Majesty George II, in which certain grants and privileges, additional to those embodied in the existing charters, were outlined. This petition was referred to a committee headed by James Alexander, a member of the Council, who had been surveyor general and attorney-general, and who was during the next quarter of a century to take a leading place among those who made the history of New York. After a week the committee reported, with some amendments in the form and substance of the charter, which was unanimously approved by the Council and then trans-

mitted to England for consideration of the authorities there. It was approved there and received the king's seal, and was formally presented to the city February 11, 1731 (O. S., or February 22d, N. S.), exactly one year to a day, before the birth of George Washington. The presentation was made to the city officials headed by Robert Lurting, who was named in the charter as mayor, at whose nomination John Cruger, one of the aldermen, was appointed deputy mayor by the governor. Francis Harrison, the recorder, read a very flattering address to the governor, full of praise of his "just and wise administration," and of his bountiful goodness in permitting the city to receive this valuable charter.

The charter was very thorough in its provisions, covering practically every detail necessary for the thorough and efficient government of the city. The mayor continued to be appointed by the governor of the province and afterward by the governor of the State, until 1834; but the Montgomerie Charter still applies in many of its provisions as a part of the organic law of the city, and still merits the comment made upon it in 1836 by Chancellor Kent, who said of it in a treatise on "The Charter of the City of New York, with Notes Thereon": "This last charter is entitled to our respect and attachment for its venerable age and the numerous blessings and great commercial prosperity which have accompanied the due exercise of its powers," and further adds, "It remains to this day with much of its original form and spirit, after having received by statute such modifications and such a thorough enlargement in its legislative, judicial and executive branches, as were best adapted to the genius and wants of the people, and to the astonishing growth and still rapidly increasing wealth and magnitude of the city."

It was only a few months after the promulgation of this important charter that Governor Montgomerie's term was ended by his death. He had been ill only a few days, and as his demise seemed imminent the Council was summoned during the night, and the governor gave clear instructions that until the next governor should come from England the member of the Council who had served the longest should be acting governor and president of the Council. The governor died at five o'clock on the morning of July 1, 1831, and an hour later the Council met in formal session and recognized President Rip van Dam as governor *pro tem.*

CHAPTER NINETEEN

THE VAN DAM INTERREGNUM AND THE COSBY ADMINISTRATION—ZENGER'S "JOURNAL" AND THE FIGHT FOR A FREE PRESS

Van Dam was a Dutchman, though a native of Albany, at which place his father was an Indian trader when it was called Fort Orange and the province New Netherland. Claes Ripse van Dam was a successful business man and his son Rip was brought up in the Dutch settlement in which he was born. The date of his birth is not accurately known, but is some date between 1662 and 1670. He came to New York City when he entered upon his business life and engaged in the West India trade, first as a captain and afterwards as owner of vessels. During the Leisler troubles he was on the side of the old Council, his signature appearing on one of the petitions against Leisler.

He had accumulated a large fortune in trade, had married a wife of Dutch extraction who bore him fifteen children, and until his mature manhood his social relations were almost exclusively Dutch. Of him and Abraham van Horne, the father-in-law of Governor Burnet, a contemporary writer, says: "If they understand the common discourse, 'tis as much as they do."

When Bellomont was enforcing the English navigation laws with much vigor, Van Dam was one of those hardest hit and loudest in complaint, as he was one of those whose vessels were seized, and he was one of the most vigorous opponents of the earl's policy. He was one of the signers of a petition sent by the New York merchants to the king, protesting against Bellomont's acts. The agitation of that period led him into politics, and he procured election to the Assembly, in 1699. That body was strongly favorable to Bellomont, and Van Dam led the opposition party, and during the *ad interim* administration of Lieutenant Governor Nanfan, he had been in harmony with the party of Nicholas Bayard. He thus was found in harmony with the new governor, Lord Cornbury, who took the same side and dismissed Abraham de Peyster, Robert Walters and Dr. Samuel Staats from the Council, appointing new members in their place, of whom one was Rip van Dam. He had continued in the Council under Cornbury and the succeeding governors for twenty-nine years, and the death of Montgomerie found him the senior member, and as such entitled to the executive office until the king should send a successor.

The fact that a Dutchman was once more governor was very pleasing to the large citizenry of Netherlander origin in New York, and although in earlier years he had been inimical to many of his compatriots, who had espoused the

Leislerian side, the animosities and alignments of that period had largely disappeared, and he was a prominent and active member of the Reformed Dutch Church.

Van Dam, taking office July 1, 1731, had a peaceful administration of thirteen months, being thoroughly familiar with the needs of the province and encountering no partisan opposition. During this interregnum the French, disregarding the terms of the Treaty of Utrecht, built a fort at Crown Point, near the southern end of Lake Champlain, and Van Dam, hearing of this hostile move, sent the news to the Assembly, to which he later sent a letter from Governor Belcher, of Massachusetts, on the same subject.

MIDDLE DUTCH CHURCH
Nassau and Cedar Streets

The completion of a new Dutch church, while Van Dam was the executive, was a notable event of the administration, and the occasion was commemorated by making a plate of the building and dedicating the plate to Governor Van Dam, who was an ardent Reformed Church man. It was located on a large plot of ground on the east side of Nassau Street, extending from Cedar to Liberty Streets.

Valuable, from a historical standpoint, was a census of the inhabitants of the province of New York, made by the sheriffs of the ten counties (New York, Albany, Queens, Suffolk, Westchestor, Ulster, Kings, Orange, Richmond and Dutchess), taken during the administration of Van Dam. The total population of the province was 50,289, of whom 43,058 were white and 7231 were black. Race suicide had not become a common social crime in those days, for there were 16,916 of the whites and 2446 of the blacks who were under ten years of age: 10,243 white boys, 6673 white girls; 1402 black boys and 1044 black girls. Of the older people there were, over ten years of age, 14,613 white males and 11,529 white females; and of blacks (nearly all slaves), 2932 males and 1853 females. In the City of New York the total population was 8622 (4556 males and 4066 females), of which 7045 (3771 males and 3274 females) were white, and 1577 (785 males and 792 females) were black, chiefly slaves. Of the white population, 4876 (2628 males and 2250 females) were over ten years of age, and 2167 (1143 boys and 1024 girls) were children under ten years of age. Of the blacks, 1206 (599 males and 607 females)

were over ten years of age, and 371 (186 boys and 185 girls) were under ten years of age. These figures are deduced from an interesting table copied from an original contemporaneous document belonging to the late General J. Watts de Peyster, and published in General Wilson's Memorial History of the City of New York. New York had the largest total population, having forty-nine more people than Albany County, but the latter had 255 more white population than New York, and Suffolk, also, is credited with twenty-nine more whites than New York. Suffolk also returns 715 Indian population, and is the only one of the counties in which the sheriff attempted to count the aborigines.

On February 4, 1732, the Lords of Trade notified Van Dam that His Majesty had appointed Colonel William Cosby to succeed the late Governor Montgomerie, and the new governor arrived in August, 1732, to begin what proved to be a short, but nevertheless a turbulent administration. The old fight for popular rights against the extreme assertion of royal prerogative, which had been entirely quelled by the good-humored non-assertiveness of Montgomerie and the wisdom of Van Dam, was renewed with a vigor which kept it alive until it burned out in the fires of the Revolution.

William Cosby, an Irishman, was born about 1695, had entered the army, in which he had attained the rank of colonel in the Royal Irish Brigade, and had served as governor of Minorca and the Leeward Islands. Having married Grace, the sister of the Earl of Halifax, his wife held the courtesy title of "Lady," and Colonel Cosby was one of the friends and protégés of the Duke of Newcastle, and was a man of influence in the corrupt court circle where practically every leading man of the government "had an itching palm to sell and mart his office for gold to undeservers." It was the golden age of bribery and corruption in Britain, and Cosby was fully imbued with the spirit of that era. Under that system a colonial appointment was looked upon as an opportunity for amassing a fortune by fair means or foul, and Colonel Cosby had a keen eye for the main chance.

With him came to New York his wife, Lady Cosby, his son, and his two daughters. Arriving at ten o'clock in the evening, he was met by the soldiery of the fort and city, by the members of the Council and the city corporation, and many of the gentry and merchants. The next day he was escorted in state to the City Hall in Wall, at the head of Broad Street, on the site now occupied by the United States Subtreasury, and after he had read his commission and assumed his office he was escorted in like pomp to the governor's house, in the fort.

Those in New York who had come to regard themselves as "people of quality," who were fond of gayety and brilliant functions, were elated that so fine a courtier, so closely allied to the English aristocracy and the ruling faction at the British court, had come to reign over them. Dinners and balls,

which in lavish hospitality and splendor had never been surpassed, if equaled, in the colony, were frequent features of the social reign of Governor and "My Lady" Cosby. The governor's son, William, was provided for with a lucrative post in the New Jersey government. The daughters were both attractive figures in social life, and the elder had been an acknowledged belle in the king's court, so popular that she had left many suitors behind. One of these was Lord Augustus Fitzroy, son of the Duke of Grafton and grandson of the first duke, who was a natural son of Charles II. He was so smitten with her charms that he quickly followed her to New York, arriving in October, and sued for her hand. But the governor, though evidently delighted with the semiroyal suitor, whom he entertained royally, was careful. His Grace the Duke, at home, might not be favorable, for the Grafton dukedom was of so high a rank that a union even with so notable a family as that of Cosby might be regarded as a *mésalliance*. But he was duly obsequious to My Lord Augustus, who was a pleasant, cultured young Briton, and was feted by the governor and the corporation. He was given the freedom of the city, the certificate of his freemanship being received by him from the "worshipful" hands of the mayor in a gold box, on which the arms of the city were engraved, which honor he accepted in a graceful little speech.

The governor remained unresponsive to the pleadings of the distinguished lover, but "love laughs at locksmiths." In this case the two lovers were inside the fort walls, and a clergyman, the Rev. Mr. Campbell, outside, who climbed over the wall without challenge, and married the pair without license of the authorities or consent of the bride's father. Rumor, which sometimes hits the mark, credited Lady Cosby with managing the whole affair, but the governor was as righteously indignant against the clergyman for performing an illicit, though perfectly legal marriage, and prosecuted him for it, but he was not given any punishment of importance, and Cosby was proud of the added importance given to his family by this connection. A son of this marriage afterward became Duke of Grafton, and ancestor of the succeeding dukes.

The social splendors surrounding the gubernatorial court shone brilliantly against a dark background of ignorance, wretchedness and slavery in the lower ranks of society. In the population of less than nine thousand there were, besides the fifteen hundred black slaves, several hundred white bondslaves, who were frequently sold from the same auction block as the negroes and other merchandise. Thus an advertisement in the New York Gazette of September 11, 1732, during the heydey of the Cosby festivities, advertises as "just arrived from Great Britain, and to be sold on board the ship Alice and Elizabeth, Captain Faire, commander, several likely Welsh and English servant-men, most of them tradesmen." It goes

on to say that these are to be seen at Mr. Hazard's, in New York, where are also to be sold "several negro girls and a negro boy, and likewise good Cheshire cheese." These "Welsh and English" slaves were criminals, banished from their native land for crimes, while negroes were stolen from Africa or bought from traders on the West Coast who had brought them from the interior of the Dark Continent. Under such conditions of slave and convict labor, the more industrious and intelligent class of workmen would not come to the colony, and that is the reason why the population of New York grew so much more slowly than the surrounding provinces. In New England, too, there was a more democratic spirit and a greater measure of self-government, for there the town meeting had been established in full power, while in New York the government was aristocratic, and the governor ruled with almost despotic power. Coarse manners, civic wrong and injustice were the rule, while liquor was consumed in large quantities by people of all classes and Madeira wine and Jamaica rum were articles of common consumption and were served at all social gatherings. Pirates, African slavers and bad men of the sea from all nations made New York their rendezvous.

Governor Cosby's Council consisted of Rip van Dam, the president; George Clarke, Francis Harrison, James Alexander, Cadwallader Colden, Abraham van Horne, Archibald Kennedy, James DeLancey and Philip van Cortlandt, all of whom had served under Montgomerie and Van Dam; and two additional members, Daniel Horsmanden and Henry Lane were appointed by Cosby. Before leaving England, Governor Cosby had for several months after his appointment exercised himself to prevent the passage of a sugar bill which would have been very inimical to the colonial trade, and succeeded in defeating this bill in the House of Lords, and for this and other services he received £2400 before he left.

After the Council was organized for business Cosby produced a royal order for an equal division of the salary, emoluments and perquisites of the office of governor, between Van Dam and Cosby, from the date of the latter's commission until he assumed the duties of the office, and at once made a demand on Van Dam that he should give him half of the amount, less than £2000, which he had received during his incumbency of the governorship. Van Dam refused, except on the condition that Cosby should in return pay him half of the perquisites he had received in England. Van Dam's refusal was so evidently just and the demand for his salary was so evidently an act of oppression that the stand of the popular president was backed by the approval of a large majority of the inhabitants.

Cosby, whose cupidity was only exceeded by his fatuous obstinacy, determined to prosecute Van Dam to recover the money he claimed, and

to effect this he had recourse to the most unpopular means he could have devised. He revived that tribunal, hated by the populace, the Court of Chancery. The legality of such a court had been denied by many of the ablest lawyers, and as the governor was, under the constitution of the court, also *ex officio* its chancellor, it was regarded as an instrument of oppression. In the case of Van Dam, however, he could not sit as a judge in his own suit, so he appointed James DeLancey, Adolphus Philipse and Chief Justice Lewis Morris to sit as equity judges in the trial of Van Dam, in an Exchequer Court. Cosby was sure of DeLancey and Philipse, but Morris he knew nothing about, except that he was the head of the judiciary of New York and New Jersey.

Van Dam was intensely popular, especially with the Dutch citizens, and he had increased in favor with the people, because for more than a year before he had ruled the colony with justice and wisdom. Party spirit was aroused to a white heat by the new attack on the people's liberties, which they felt to be implied in the prosecution of Van Dam.

The charge was the improper withholding of public moneys, and Van Dam was defended by James Smith and James Alexander, men who then and thereafter stood at the front of the New York Bar. They took a bold and defiant stand, objected to the jurisdiction of the court as an illegal tribunal, declaring that neither the governor, the Royal Council or the king himself had any right to establish courts not authorized by the Assembly of New York. Chief Justice Morris, to the surprise and consternation of his colleagues, at once delivered an opinion in favor of this plea to the jurisdiction, and although DeLancey and Philipse gave opposing opinions overruling the chief justice, the case went no further, no testimony on the merits was introduced and the Court of Exchequer went out of business. Van Dam had won his fight, the public was elated and Cosby was in a rage.

The beaten governor wrote to the Duke of Newcastle in a short time after the trial, asking for the removal of James Alexander, whom he declared to be a man of "very bad character," and asked that a Captain Dick be appointed in his place. Of course the strictures upon Alexander were pure inventions, but Cosby pursued all whom he could not control, with implacable hatred. He wrote in a most insulting manner to Chief Justice Morris, asking him for a copy of his opinion in the Van Dam case, intimating that it was treasonable and that it had been corruptly procured. Morris had the opinion printed and sent the governor a reply to his letter, which was couched in the most dignified and effective language, and a bold declaration of the independence of the judiciary. Unable to make any answer to this, the governor appointed young James DeLancey chief justice in place of Morris; and DeLancey, besides assuming the chief justiceship,

became the leader of the court party. With him were Clarke, only second in seniority in the Council to Van Dam; Francis Harrison, who was a lawyer of distinction; and a majority of the Council.

Cosby kept up the social whirl at the governor's mansion in the fort, and continued a correspondence with the court circle in London. Many of the wealthier people maintained their alliance with the Cosby party, and others, who liked to be counted as of the aristocracy, flocked to the balls and dinners that were given by the governor, and listened with eagerness to the charming gossip there retailed, about My Lord This and My Lady That, and the latest London scandal, in which the names of dukes, marquises, earls and viscounts were freely used.

The legislature, which had been called together after the governor's arrival, was the old Assembly of Montgomerie's time, and although he had received for his services in the sugar bill matter £2400 in London, he demanded more. The Assembly, though the revenues were low and the province was in debt because of expenditures for the defense of the frontier, reluctanctly made a special grant of £1000, besides fixing his salary at £1500. The legislature asked to be dismissed, but Cosby did not wish to risk an election, so in spite of the generosity (as salaries went in the colonies in those days) of these grants, and other allowances for expenses and perquisites, Cosby sneered at the smallness of his income, and proceeded to increase his income by selling offices and special privileges, unless he was greatly slandered. The legislature was not permitted to meet, so Cosby and his Council had things their own way, and had the chief justice to back them up.

There was a newspaper, Bradford's Gazette, but Bradford was also public printer and therefore a satellite of the governor, and his paper was closed to any complaint against the actions of the ruling party. Cosby was working in every way possible to discredit Van Dam and Alexander, hoping for permission from the Lords of Trade to dismiss them from the Council. So these men, with Morris and other brilliant and rising men—the Livingstons, Cadwallader Colden of the Council, and more, decided to establish a journal that should be free from official anchorage. For editor and printer they secured John Peter Zender, a German, who had come out to New York as a boy, on a free passage granted by Queen Anne. He had learned the printing art in Bradford's office. To him was entrusted the preparation and issue of The New York Weekly Journal, a small folio sheet printed from old and worn type, on poor paper, with indifferent press work and slovenly proof reading, the first number of which appeared November 5, 1733. Except mechanically it was as good a paper as its contemporary, the Gazette, and it had as large an advertising patronage. In

its contributed articles it was brilliant and startling. Essays, under the *nom de guerre* of "Cato," and lesser literary productions, were supplied from a club of talented men who met weekly and compared notes on the forthcoming number of the paper.

Through all the essays runs the one motif: the Liberty of the Press. Trite as the theme is to us of the Twentieth Century, it had the bloom of novelty when, in November, 1733, Zenger put forth the first number of his Journal. It is true that ninety-nine years before, England's noblest pen had produced the deathless "Areopagitica" on the same theme. But Milton's prose was scarcely known in the province of New York. The press had little liberty in England or its colonies, and in New York or the other colonies there had been little printed comment on the shortcomings of those in authority. In these essays were, for the first time in America, candid discussions of the principles of liberty.

Discussions of the abstract question of the respect due to a governor (unnamed) who has turned rogue, and done a thousand things for which a small rogue would deserve a halter; of wasteful luxury in court entertainments; of sycophantic officials; and of a thousand other things like those going on in New York, and many witty sallies directed at the court party and particularly at Francis Harrison, made the Journal extremely popular, not only at home, but also abroad through Connecticut to Boston, and south to Philadelphia and Charleston, in which latter city it inspired the establishing of another journal to take up the same refrain of liberty and popular rights.

Thus beyond its local bearing, which was important, the little paper of John Peter Zender was a spark which raised the flame of desire for liberty that in a half century should drive out all royal governors, and all the hosts of sycophants and timeservers in their train.

A letter found in the house of James Alexander, threatening ruin to him and all his family, created a sensation. Alexander and his friends, carefully examining the letter, concluded that it was in the handwriting of Francis Harrison, and the Journal made the news public. The matter was presented to the grand jury, which refused to indict on the evidence of a similarity of handwriting. Meanwhile Harrison had denied furiously the charge against him and had gone to the Journal office, threatening to whip the editor.

Meanwhile the wrath of Cosby against the Journal and the literary coterie behind it grew darker and deeper, and had its reflection in the expressed "highest wish" to see Alexander and Smith both on a gallows at the fort gate. Cadwallader Colden, gentleman, scholar and *litterateur,* figured in the governor's correspondence with England as an "infamous

fellow, not to be trusted." Morris, who had been ousted from the judiciary by the governor, had retired to his estate of Morrisania, but in 1733, there being a vacancy in the Assembly from Westchester, he became a candidate for the place. Against him the governor's party put up William Forster, Esq., formerly schoolmaster, but now, by the grace of Cosby (and, common report had it, the sum of one hundred pistoles to him in hand paid), clerk of the peace and justice of the Common Pleas for the County of Westchester. Besides the insinuation about the hundred pistoles, he was said to be a Jacobite. The story of the election as told in Zenger's paper is full of life and figure: fifty voters watching all night at the polling place at East Chester to guard against fraud by the governor's agents. Large cavalcades massing at New Rochelle in such numbers that after being entertained lavishly at the houses of sympathetic partisans, many of them, for whom there was no sleeping room, bivouac in the street around a big bonfire. Joined at daybreak by seventy more voters from the lower end of the county, a brisk ride takes them all to Westchester, where they move to the polling place, in order led by two trumpeters and two violinists, mounted; then by four freeholders bearing banners inscribed "King George" and, on the reverse, "Liberty and Law." Then followed the candidate, Lewis Morris, and two color bearers, and following, three hundred of the principal freeholders of the county, the whole procession entering the town of East Chester at sunrise.

The counter procession was headed by the candidate, Forster, two freeholders bearing colors; James DeLancey, chief justice, and Frederick Philipse, second judge. Following were one hundred and seventy freeholders. Forster was greeted with cries of "No Pretender!"

After about an hour's wait the high sheriff appeared. The electors gathered to their groups. Morris had an undoubted majority, but the other side demanded a poll. A Quaker presented himself, one of the largest property owners. The high sheriff refused to receive his vote unless he would take the usual oath, which he would not do. Morris and his friends claimed he had a right to vote on affirmation, but the high sheriff, a Cosby appointee, backed by DeLancey, refused to permit thirty-seven Quakers to vote; but all in vain, for Morris carried the poll by a large majority. A few days after, when Morris entered New York, riding down from Morrisania to New York, it was made an occasion of general rejoicing. Met by a large number of the leading citizens and merchants, greeted by salutes from every vessel in the harbor, he was conducted in procession (large numbers of the populace following) until the Black Horse Tavern was reached, and there a banquet was spread, where the triumph of Morris and the things he stood for was celebrated.

The Assembly met in April, 1734, and took up the subject of impending danger from France, which was then engaged, in combination with Spain and Sardinia, against the German emperor. England had sent a fleet to Lisbon to protect the autonomy of Portugal against the ambitions of Spain. Busy in Europe, there was no reinforcement from the Mother Country of the British frontier in America, where the French were busy in intrigue with the Iroquois to secure their coöperation against the English. The garrison at Oswego was evidently in danger and the French frontier forts were being manned more strongly. With the English navy busy in European waters there was great danger of a sea attack upon New York itself. All the news from Europe was of increasing hostilities, and the Assembly, united for the common defense, made liberal grants for the defense of New York, Albany and Schenectady. The majority of the Assembly was controlled by Governor Cosby in a vote to sustain the legality of the Court of Chancery, against which William Smith made a brilliant but futile address, but Morris was successful in securing the passage of a bill declaring the affirmation of the Friends or Quakers equivalent to an oath. Laws taxing slaveowners a shilling a head for slaves, and imposing duties on all ships entering the harbor except those owned in New York, were enacted, and then the Assembly asked the governor to order its dissolution. Cosby refused, for he could count on controlling the present body to a considerable extent, while with the recent experience in Westchester in mind, he had great occasion to fear the people in the election of an entirely new Assembly.

He had a taste of the popular view of his administration when on Michaelmas Day (September 29), 1734, the freeholders of the city met in their respective wards, as directed by the charter, and voted for aldermen and assistant aldermen for the seven wards of the city. Both parties had candidates in each ward; the fight was hot and heavy, though the forces were numerically uneven, for only one of the governor's adherents was elected. The sweeping victory was celebrated by the victors with glee, and by Zenger's Journal with pertinent essays, flamboyant songs and biting satires, while Cosby denied that he had been affected by the election, yet schemed for some means to revenge himself on his adversaries. He had recourse to the judges he had made, and Chief Justice DeLancey, in his charge to the grand jury, denounced the New York Weekly Journal, with much bitterness, as a promoter of treason and commanded them to present an indictment against the editor, but they paid no attention to this recommendation. Cosby then had recourse to the Assembly, which met in October, requesting that a committee should be appointed to confer with the provincial officers on measures to punish the editor and writers of the Journal and other "scurrilous" papers. But the Assembly realized how popular was the cry which the Journal had raised

about the Liberty of the Press, a subject which had scarcely been discussed at all before Zenger's paper was launched, but which was now agitated in all the colonies. The Assembly pigeonholed the governor's request.

The governor tried the judiciary again, and DeLancey charged the jury to make inquiry as to the author, publisher and printer of "two scandalous songs" concerning the recent aldermanic election. He denounced these songs in vitriolic terms, and the grand jury took the matter up, finding no indictments against any individual, but bringing a presentment against the "two scandalous songs," which were forthwith sentenced to be "burned by the hands of the common hangman." Cosby issued notice of a reward for the discovery of the author or authors of these lyric effusions, and called his Council together to take up the subject. The obedient majority of the Council ordered that numbers 7, 47, 48 and 49 of the New York Weekly Journal, which they declared to be seditious and libelous, should share the fate of the stigmatized songs, to be "burned near the pillory by the hands of the common hangman." To make it more severe they ordered the magistrates and aldermen to attend the burning, and Harrison, the recorder, waited upon the City Council and tried to impress upon them their duty to participate in the proceedings. But the aldermen denied absolutely the right of the governor and Council to control the action of the aldermen or other city officials, and declined to take part in the function. The hangman refused to burn the papers and no one could be found to do so, the duty being finally performed by a negro slave of the sheriff in the presence of Recorder Harrison and two or three of his friends, together with some soldiers detailed to the function from the garrison. Nobody else appeared. The whole thing was a failure.

Cosby and his advisers, blinded by passion, did not have discretion enough to quit. Bradley, the attorney-general, filed an information for libel against Zenger, and the Council ordered his arrest. On Sunday the editor was seized, hurried to the common jail, deprived of pen, ink and paper; allowed to see nobody, and it was many days before he was allowed to speak to his wife and friends, through a hole in the door. His incarceration wrought the populace up to fever heat, and the court was so evidently against the defendant that the arraignment and subsequent trial attracted hundreds of auditors. Some friends who wished to go bail for Zenger had him brought before DeLancey, early in December, but he placed the amount so high that Zenger would not ask his friends to give it. It was, he says in his "Brief Narrative," afterward published, "ten times so much as it was in my power to counter secure." So he went back to jail. As he was held on information only, and as the January, 1735, grand jury refused to indict him, he should have been discharged, but Bradford filed a new information based upon matter alleged to be "false, scandalous and seditious" in numbers 13 and 23 of the Journal."

Being arraigned on this new charge, Zenger's counsel, Smith and Alexander, boldly attacked the competency of the judges and the consequent jurisdiction of the court, alleging that Morris had been illegally removed from the chief justiceship by Cosby, who had no right to take that step without the action of the Council; and that the appointments of DeLancey and Philipse were also void, because made to continue during the pleasure of the governor instead of "during good behavior." The offer of Mr. Alexander, in court, on April 15, 1735, to argue these points, worked DeLancey up to a white heat and after warning Smith and Alexander that they would repent of their boldness, adjourned the court until the following day, when, as soon as the court met, he attacked the counsel, charging them with a desire to secure applause and popularity by opposing this court as they had the Court of Exchequer, "but," said DeLancey, "you have brought it to the point that either we must go from the bench or you from the bar." He then ordered them to be expelled from the New York Bar, and would not permit them to say a word in their own behalf.

The court party was jubilant over this move; no other lawyer of the first class was left who would defend Zenger, but word was sent to Philadelphia to the aged lawyer, Andrew Hamilton, asking him to appear in the case. He was the most eminent man of his profession in the colonies. Zenger continued in the jail, and at last the trial day was set for August 4, 1735. John Chambers, a young lawyer, had been assigned by the court to defend the prisoner, who was to be tried by a struck jury selected from an array of freeholders. In their selection the clerk attempted some irregularity, but Chambers objected, and the attempt was so glaring that DeLancey was forced to correct the clerk. Then Bradley stated the charge against the prisoner, which he said consisted of "false, scandalous and seditious" passages in his paper. He read passages to the jury from what was supposed to be an account, by a New Yorker about to remove to Philadelphia, of the sorry condition of the citizens of New York, whose liberty and property were in danger. It told how judges had been removed without cause, deeds and papers of great value destroyed, new courts erected and trial by jury set aside, besides other charges of misgovernment, amounting to a biting satire upon Cosby's administration. Bradley argued that nothing but disorder could come from the publication of comments like these, and that government must fall into contempt if such publications should be allowed.

Then a sensation occurred. Andrew Hamilton, whose fame was familiar to New York but whose face was not, arose and saluting the court, announced that he was interested in the defense of Mr. Zenger, then addressing Bradford, told him that he would save him the trouble of calling witnesses by admitting the publication, by the defendant, of the matter which had been

read to the jury. Thereupon Bradley called for conviction, but Hamilton contended that it was necessary to prove the words libelous. Then followed a discussion between the court and the defendant's counsel. DeLancey declared the law to be that, the truth of a libel could not be pleaded in justification. Hamilton, however, held that not only could the truth of the facts alleged as libelous be used as a defense, but that the jury were judges of both the law and the facts. DeLancey repeated his ruling and warned Hamilton that he was expected to use good manners, but the great lawyer disclaimed any intention to be discourteous. He asked leave to introduce testimony to prove the statements alleged to be libelous, but was not permitted to do so. He addressed the jury with an eloquent appeal to say, from the evidence they had met in their daily lives, that the contents of the defendant's articles were not false, and he argued the cause of the indicted printer and the greater cause of a free press and a free people. He spoke of the evils of unbridled authority, and he made more strong points in favor of a free America than had ever been heard in the colonies. For hours he held the jury and the crowd. Interruptions by the court, frequent and irritable, were lightly and skillfully parried, and he finished with a thrilling peroration. When he ended, Bradley rose and demanded the conviction, and DeLancey charged the jury that the words, the publication of which had been admitted, were libelous, and instructed the jury to convict the defendant. The jury bravely disregarded the instruction and at once returned a verdict of "not guilty," and were wildly cheered by the great crowds inside and outside the court room. The judges were astounded and dismayed, and well they might be, for the decision of that jury was the beginning of the Revolution, and Andrew Hamilton had that day earned the title later conferred upon him by Governor Morris—that of the "Day Star of the Revolution."

The names of the members of that jury deserve to be preserved on the same plane of merit with those of the later signers of the Declaration of Independence. They were: Thomas Hunt (foreman), Hermanus Rutgers, Stanley Holmes, Edward Man, John Bell, Samuel Weaver, Andries Maerschalk, Egbert van Borsom, Benjamin Hildreth, Abraham Keteltas, John Goelet and Hercules Wendover, and the list includes family names still prominent in New York.

From the time of his suit against Van Dam; and his dismissal of Morris from the chief justiceship, Cosby had sent a continuous series of complaints to the home authorities against these two, and against Alexander and Smith. They were villians, incendiaries, men of bad character, drunkards, and everything else he could think of, for his statements about them bore no relation to the truth. But the other side was also given to the home authorities through friends and correspondents of Van Dam; and late in 1734 Morris

went to England himself to state his side of the case and to present the charges of the people against Cosby. It included many oppressions, many peculations, illegal grants, the selling of offices and other crimes; of illegally voting in the Council, of destruction of records and other things. The ministry decided that the removal of Morris had been illegal and reproved Cosby for other indiscretions, and the other charges against the governor were still under consideration.

Meanwhile a majority of the Council sided with Cosby. Van Dam, finding himself wholly ineffective, absented himself from the meetings and Clarke acted as president; and Alexander, still a member, was never notified of the meetings. The meeting of the Assembly in October, 1735, was perfunctory. Nothing of importance was enacted; and although the governor refused to dissolve the Assembly, he had lost his influence with it.

Winter came on and the governor fell ill. He developed tuberculosis of the lungs, and although the physicians, from time to time, announced through the Gazette their hopes of his recovery, he became steadily weaker. Feeling his end near, Cosby called the Council to his bedchamber and ordered Van Dam's name to be stricken from its membership, so that Clarke, the governor's unswerving supporter, might succeed him; and a few days after thus satisfying his revenge, on May 7, 1736, he died. He was buried with the usual ceremony and a show of decent respect, but except during the obsequies, there were many who did not try to conceal their joy at his death. The action with regard to Van Dam was not generally known, and the people hoped to come to their own under his leadership.

The Council, meeting, passed by the claims of Van Dam, then for the first time making known his secret removal, and selected George Clarke for the office of president. Alexander's being the only vote for Van Dam, Clarke was sworn in, but Van Dam claimed the office, appointed a mayor and other city officers, and went to the fort, but was not admitted. He organized a force for resistance, while Clarke and his party, in possession of the fort, were equally assertive on their side. For several months a bloody conflict in the streets seemed imminent. There was a meeting of the Assembly, but that body finding the disputants irreconcilable, adjourned to meet again in the autumn. The situation was terminated when, in October, 1736, a ship arrived from England, bringing a commission for George Clarke as lieutenant governor, whereupon Van Dam and his adherents ceased resistance.

CHAPTER TWENTY

GEORGE CLARKE AND GEORGE CLINTON AND THE CONTEST BETWEEN THE ASSEMBLY AND THE KING'S PREROGATIVE

George Clarke, who was for seven years governor of New York, was a native of England, of little education. He had for a short time practised as an attorney in Dublin, but through friends at court had secured from Queen Anne, in 1703, appointment as secretary of the province of New York, in succession to Matthew Clarkson. He married Anne Hyde, a distant relative of the queen and of Clarendon, and this connection added to his influence at the court. Buying a hundred acres from Walter Dongan, at Hemptead Plains, on Long Island, he established his country seat there, where he lived with his wife and children and Mrs. Hyde, his mother-in-law, until he sold the place in 1738, and removed to New York.

He had come to America to retrieve his fortunes, and he never forgot that object. His riches rapidly increased and his influence also. William Dunlap's History of New York says of him that "he had sagacity enough to see that the aristocracy possessed the offices of profit, and were supporters of the authority derived from England." Following this policy he sided with the successive royal governors, in every dispute with the popular party, and became a member of the Council, whose every act was trimmed to accord with the governor's wish. He had upheld every tyranny and every illegal act of Governor Cosby, and every intrigue against the people by the court party. When Cosby died and the dispute with Van Dam arose, he wrote to his friends at court and thus secured the commission that ended the dispute.

Clarke was by no means a brilliant or able man. He was hampered by no principles or ideals, and his sole ambition was to enrich himself and to strengthen his influence at court. To do this he was steadfast in asserting the royal prerogative, but he was more politic than Cosby, and endeavored to curry favor with both parties. He was not socially pleasing as the late governor could be, and the gayety of the gubernatorial court was far from being as brilliant as in the days of his predecessor, but he was more of a practical politician. So he cajoled adherents of the popular party with intimations of favor and possible offices and in such ways secured many a vote which he would otherwise have lost.

In spite of the plots and blandishments of the new governor the popular party grew in power. At the annual election on September 29, 1736, nearly all the aldermen elected were of the popular party, and the familiar names, Stuyvesant, Pintard, Roosevelt, Bayard, and Beekman appear in its member-

ship. The contest was spirited and acrimonious, but the popular party, with the aid of Zenger's Weekly Journal, was victorious all along the line. Lewis Morris, returning victorious from England, was given a rousing reception by the citizens. The Assembly, at its October meeting, recognized Clarke as lieutenant governor and published his commission. It passed an act to safeguard the revenue against misapplication by the lieutenant governor or Council; which so incensed Clarke that he dissolved it after it having been in existence for nine years, first being called together by Governor Burnet and continuing without change except as it had been necessary to elect to fill vacancies. The new election called by Clarke gave the people an opportunity to express themselves, and party spirit ran high. Bribes and promises were used in profusion by the court party and every possible device of political trickery was tried, but the opposition was successful in all the counties. James Alexander was elected from the city and Colonel Lewis Morris, Jr., from Westchester, and only a few of the court party were elected.

Clarke, beaten at every turn, had political sagacity enough to realize that he could accomplish nothing with the Assembly by an attitude of hostility. A bill was brought into the first session, held in June, 1737, by Colonel Morris, to regulate elections; and others by Alexander, for the promotion of commerce and manufactures. At the September session the Assembly adopted an address to the lieutenant governor outlining a reform program, which included frequent elections, deprecated the lavish grants of its predecessors, and the wastefulness and peculations of previous administrations, which were the cause of the low state of the provincial funds; declared that it would grant no money which was not protected from misapplication by the governor, nor for any period longer than one year, and hoped that there would be an end to the disregard and contempt which had been shown by former governors to previous assemblies. Clarke, to whom the independent spirit shown in the address was very repugnant, nevertheless received it with good grace, and thanked the Assembly for the address. The lieutenant governor asked the Assembly for a fixed revenue for his entire term of office, but though they voted him the then liberal salary of £1580, they limited the taxes to one year. This so angered Clarke that he summoned the Assembly before him, and declaring that this limitation was an act of disloyalty, he dissolved the house.

The new Assembly, which met in March, 1739, was even less friendly to the lieutenant governor than its predecessor, its membership being largely the same in personnel as the one he had dissolved, with some additions to the popular majority, for not only the membership, but the electors, also, had been incensed at the arbitrary dissolution of the previous Assembly. So the new one cut down the governor's salary to £1300, and although Clarke strongly urged a revenue in gross for the officials to use at discretion, they insisted on

an annual appropriation for specific purposes. War had been declared between England and Spain, Admiral Vernon had appeared off the coast with an English fleet and captured Porto Bello, and France, which had been waiting for such opportunity, took this occasion to declare as her settled policy that she would not consent to any English settlement on the mainland of South America, and dispatched two squadrons to that coast. New York, with war threatening, found its Assembly liberal in voting supplies for defense against France. While there was no lack of loyalty, the municipality took a sturdy stand against the impressment of seamen in the harbor of New York. H. M. S. Tartar appeared in the harbor and the captain having asked for men, the lieutenant governor and his Council ordered that thirty men be impressed in New York City, but Paul Richard, the mayor, declared that he would permit no impressment within the liberties of the city, and by firmness carried his point.

The lieutenant governor's wife, Anne Hyde Clarke, who was much beloved for her virtues and her charities, died in 1740 and was buried in the vaults of Trinity Church, where her mother had been buried two years before by the side of Lady Cornbury. The Assembly meeting of that year was productive of good legislation. The militia system of the province was remodeled, courts were set up for the trial of petty suits, and measures were taken for the promotion of the Indian trade. The Assembly still adhered to its doctrine of an annual provision for the provincial government. John Cruger had been appointed mayor in October, 1739, and served until 1744. He was of English birth, came to New York in boyhood, and in 1698 was employed as supercargo of a slave ship. Later he engaged in business as a merchant in the Bristol trade, becoming very successful in commerce and having a handsome and elegantly appointed home in Broad Street. He was elected alderman of the Dock Ward in 1712 and served by successive elections until 1734.

The Negro Plot of 1741 was the most serious event, local to the city, occurring during the Clarke administration. Slavery, the worst blot upon American history, was never worse in its aspects than it was in the City of New York at that time. The negro slaves, who constituted one-fifth of the population, had for the most part been caught wild in Africa. The laws for these savages, who had no conception of law, were ferocious in the extreme. The whipping post and torture were used for the punishment of trivial offenses. So when several fires occurred in the early part of that year it became rumored that they were a part of a negro plot. A robbery committed February 28th, was traced to the house of a person of low character named Hughson, who harbored there negroes who drank, gambled and made the place the depository for goods they had stolen. Hughson had an indentured servant named Mary Burton. Hughson and his wife and Mary were under arrest

on account of the robbery, the latter as a witness. When some fires occurred, in March, Mary gave the authorities a story which seemed to clinch as facts the rumors of a negro conspiracy. In fact, she averred that the whole thing had been arranged at the house of Hughson, who, with his wife, and another maidservant were *particeps criminis*. The plot was, to destroy all the white inhabitants except a few who were in league with the negroes. Hughson was to be king, and Cæsar, a negro, was to be governor. She added day by day to her story, implicating more people. Arthur Price, a servant held on a larceny charge, also gave testimony which seemed to corroborate the Berton woman, as did Peggy Salinburgh, a courtesan. The tales told by these informers increased in luridity, but the town and the magistrates were wrought up by them. Mary Burton, had at first said that Hughson, his wife and Peggy were the only white persons at the meetings of the conspirators, but she added the name of John Ury, a teacher, who being a nonjuring clergyman of the Church of England, was suspected of Romanist tendencies. She declared that Mr. Ury was a Jesuit, and later "confessed" that Curry, a dancing master, was also in the plot. The jail was full and several apartments in the City Hall were also used for detention purposes. Mary Burton received the £100 reward offered for proof of the plot. Twenty-six white persons were arrested, and of these, Hughson, his wife, the maid and John Ury were executed, the latter solemnly declaring his absolute innocence; and of the one hundred and sixty negroes arrested, thirteen were burned at the stake, eighteen hanged, seventy-one transported and the remainder discharged. Mary continued her "confessions," which soon began to take in people of unquestioned respectability. Although at the time, the best people in the community firmly believed in the existence of a plot and the judges were doubtless sincere (Judge Horsmanden publishing in a ponderous quarto an account of the case), there is little doubt that the whole of the evidence in the case was manufactured, and that the poor wretches who were executed were in fact the victims of popular hysteria. A day of thanksgiving for deliverance from the plot was appointed and duly observed.

When the Assembly met, in September, 1740, it had refused a request of the lieutenant governor to vote money for the expedition against Spain, declaring that England should pay for its own wars; and also tabled a suggestion that they should rebuild or repair Trinity Church, of which Rev. Henry Barclay was then the rector. In April, 1741, Mr. Clarke opened the session with a speech, in which he declared his belief that the colonists were becoming disloyal and desired to throw off their allegiance to the British crown. He deprecated the unseemly displays of independence which were being made, and urged upon them a dutiful obedience to the king and his representatives and the need for permanent appropriations instead of doling out the money annually.

This brought a written reply which denied any spirit of disloyalty or desire of severance from the English crown, but it declared against voting the money of the province to aid England in its wars, especially as the parent country had burdened the colony in many ways. Loyal the province was, but it would raise its revenues and spend its money in its own way.

The winter of 1740-1741 was unusually severe and known for many years as "the hard winter." The Hudson was frozen from shore to shore.

Changes of importance had come to New York politically. Lewis Morris, the former chief justice of New York, had become governor of New Jersey, and his name is still commemorated by the name of an important county of that State; but he was still interested in New York affairs, and his son, Colonel Morris, was an influential leader in the Assembly and in the councils of the popular party.

Lieutenant Governor Clarke was superseded in 1743 by the arrival of George Clinton, who had been appointed in 1741 as governor. Soon after his successor's arrival, September 22, 1743, Clarke went to England, where, with a fortune of £100,000, he bought a fine estate in Cheshire, on which he lived until his death, at a ripe old age, in 1763. He had used his opportunities to secure valuable grants in exceptionally good locations and his descendants became substantial and honored citizens of New York.

Commodore George Clinton was the youngest son of Francis, sixth Earl of Lincoln, and at the time of his appointment as governor of New York was uncle of the then earl. He was relative, by marriage, of the Duke of Newcastle, second in power in the Walpole administration, which then ruled British affairs. He had entered the navy, in which he attained distinction, reaching the rank of captain in 1716. He was promoted to commodore in 1732 and appointed governor of Newfoundland, serving until 1737, when he was transferred to the Mediterranean fleet. He was commissioned governor of New York May 21, 1741, but did not arrive in New York for more than two years afterward, assuming the duties of the office in September, 1743. Through the influence of the Duke of Newcastle he was promoted to the rank of rear-admiral of the Red Squadron, in December, 1743. With Governor Clinton came his wife and several young children.

Clinton, who as a naval officer was something of a martinet and a man of dogged will, was chosen as one able to cope with the turbulent and, from the standpoint of officialdom, none too loyal members of the New York Assembly, who were asserting their right to run things, and not only to demand of governors and crown officials strict accountability for expenditures, but also to limit revenue grants to a single year. During the Clarke administration the lieutenant governor had been unable to cope with the spirit of independence, which had deepened year by year after the Zenger trial.

Governor Clinton realized the fact that he was handicapped by lack of knowledge of New York affairs, so he looked about for some man whose record was inspiring, as an aid to his plan to establish more strongly the royal prerogative. Chief Justice DeLancey had been the chief supporter of Cosby and the leader of the court party. He was at the head of the judiciary and was, withal, a man of much ability and great energy. So the chief justice became the trusted adviser and *fidus Achates* of the new governor.

OLD BROOKLYN FERRY HOUSE IN 1746

DeLancey and others advised the new governor to dissolve the old and call a new Assembly. This he did, with the result that the new body was composed of the same individuals as the old one, with the exception of seven changes, and the election had been a very quiet one. The Assembly began its session November 8, 1743, and because war threatened, was asked for revenue for the public defense, also for the purpose of making the presents usually given to the Six Nations upon the installation of a new governor, besides providing for the governor's civil list. The governor claimed that during the time which had intervened between the date of his commission and his departure from England he had sedulously labored for the benefit of the province and the Assembly allowed him £1000 as compensation for his time and expenses in that connection, in addition to his salary of £1500 as governor, £650 as fees, and £800 for the Iroquois. The other appropriations were specific salaries to certain officers named; and this, together with the careful limitation of all appropriations to one year, brought back adverse comment from the British Board of Trade.

Clinton insisted on strengthening the fortifications in the North, and in his visit to the Indians he claimed to have discovered that there was much corruption on the part of the Albany Indian commissioners, who afterward joined with the New York politicians in making the governor's way difficult. DeLancey, whose commission, first given by Governor Cosby, was by its terms revocable by the governor at will, persuaded the governor to execute a new commission, valid during good behavior, which was executed September 14, 1744. From the time of the execution of this commission, DeLancey began to develop indifference, which later became hostility to the governor and his plans.

After the declaration of war between the United States and France, New England, led by Massachusetts, planned an expedition against the fortress of Louisburg, on the Island of Cape Breton. When the plan for the expedition was outlined by Governor Shirley to the Massachusetts legislature, that body at first exhibited some reluctance because of the boldness of the enterprise, but finally adopted his suggestion and sent circular letters to the governors of all the provinces south to Pennsylvania, asking for aid in the cause. Pennsylvania voted £4000 currency to purchase provisions, New Jersey furnished £2000 toward the expedition but declined to furnish any men, and the New York Assembly voted £3000 currency, which Governor Clinton supplemented with a goodly amount of provisions bought by private subscription, and ten eighteen-pound guns from the public magazine, and his patriotism was rewarded by a resolution of thanks from the General Court of Massachusetts. Commodore Warren, who had been in command in the West Indies, took command of the attacking fleet, and secured the surrender of the fortress and town of Louisburg and the island of Cape Breton, by the French, June 17, 1745, after a siege of forty-eight days.

Commodore Warren captured the Vigilant, French man-of-war of sixty-four guns, with five hundred men and a large quantity of stores for the garrison, and this he brought to New York. The commodore was knighted as Sir Peter Warren, and besides his prominence in the navy, became a person of influence in relation to New York affairs, in which he became interested in behalf of Chief Justice DeLancey, who was his brother-in-law. The Assembly, which was in constant antagonism to Governor Clinton, appointed Warren's private secretary as its agent in London, without any consultation with Clinton and with instruction to be guided by Sir Peter Warren. This action, together with all his other troubles, the governor laid to DeLancey, and he wrote letters to the home authorities bewailing the fatal error he had made in giving DeLancey a new commission which had practically a life tenure, and asking the Board of Trade to recall the commission. At the same time Sir Peter was working with the same authorities for the appointment of his brother-in-law to the office of lieutenant governor of New York, in which he succeeded, the commission being issued in 1747 and sent to Clinton, who withheld it for several years.

Just what was the origin of the break between Clinton and DeLancey is not absolutely known. Smith, author of the earliest history of New York and a son of the distinguished lawyer James Smith, says it grew out of a quarrel between the governor and the jurist when both were overheated with wine. DeLancey's version of the case has not been preserved, but Clinton ascribed it to the alleged fact that the chief justice was back of the effort of the Assembly to take the appointing power from the governor.

When DeLancey ceased to be the close friend and confidant of Clinton, the governor promoted to that relation Cadwallader Colden, who was especially obnoxious to DeLancey, to Judge Daniel Horsmanden, former Mayor Paul Richard, and the other political intimates of DeLancey. Thus there had come about this remarkable transformation: DeLancey, who had been the brains of the court party under Cosby and the head of the hostile court organized to convict Peter Zenger, had now allied himself with the popular party, which tried to place restrictions on the governor, while Cadwallader Colden, who had been one of the shining lights of the popular party and a constant contributor to Zenger's Journal, now occupied the identical relation of closest adviser to Clinton, which DeLancey had formerly held toward Cosby.

Sir Peter Warren owned extensive estates in New York, which were under the management of his nephew, William Johnson, afterward famous in Indian administration. He was born in County Meath, Ireland, in 1715, was educated for mercantile pursuits, and on coming to America went to the Mohawk Valley, about twenty-five miles from the present town of Schenectady, settling on a tract of land there and devoting himself to the improvement and colonization of his uncle's lands, and at the same time engaging in trade with the Indians of the Six Nations. He attained close friendship and great influence with them, and acquired thorough familiarity with their language and customs. Governor Clinton, who distrusted the Dutch Indian commissioners at Albany, appointed him colonel of the Six Nations, in 1744, and two years later, upon the resignation of Colonel Schuyler, he was appointed commissary of New York for Indian affairs. It does not appear that in the appointment of the nephew of the distinguished Admiral Sir Peter Warren to these important positions the governor had any idea of securing his influence at the English court, or in fact any other object than to secure the best possible administration of Indian affairs. At any rate, Sir Peter continued to be the friend at court of Chief Justice DeLancey, and Governor Clinton relied upon Johnson implicitly as an adviser in his relations with the Indians. The Dutch commissioners at Albany, who had always been the intermediaries of transactions between the Indians and the government of New York, resented this alliance and strengthened the Assembly by their support, in the contest between the governor and the legislative body. Johnson continued his work with the Indians and at one time during Clinton's administration was able to effect the settlement of a difficulty between the Indians and the colonists.

The Assembly, from session to session, asserted and reasserted its principle in regard to annual and specific appropriations, although year by year Clinton urged that body to grant a revenue for the king's government for at least five years. To these requests the Assembly sent a negative reply, one

of these responses stating: "From recent experience we are fully convinced that the method of an annual support is most wholesome and salutary, and are confirmed in the opinion that the faithful representatives of the people will never depart from it."

Clinton's reports to the home authorities were burdened with complaints about Chief Justice DeLancey, with requests that his commission as lieutenant governor should be withdrawn, and be conferred upon Cadwallader Colden. The governor wished to go to England on leave of absence, but was unwilling to go and leave DeLancey in charge. Clinton had secured a majority of the Council by suspending Daniel Horsmanden, Paul Richard and Stephen Bayard, and only DeLancey and Philip Livingston of the hostile faction were now in the Council. Among the new members supporting the governor were James Alexander, John Chambers, William Johnson, and Edward Holland, the latter being mayor of New York. Adolphus Philipse having died, John Chambers was appointed second justice of the supreme court. Bradley, the attorney-general who had prosecuted Zenger, died in August, 1751, and Clinton tried to secure the place for William Smith, appointing him to the office *ad interim* and recommending him to the home authorities, who, however, appointed to the place William Kempe, who arrived November 4, 1752.

A few weeks later Clinton received from the Lords of Trade a letter reprimanding him for the factious tone of his letters, and telling him that he must abandon the idea of Colden as his successor, and himself remain in New York until relieved. In June, 1753, an Indian congress met in New York City, at which appeared the Indian chiefs who had prevented the Iroquois from alliance with the French and saved New York from becoming part of French Canada; and these Indians consulted with the Council, which showed them the city, and promised them presents.

Soon afterward news came that Sir Danvers Osborn had been appointed governor, and in October the new governor arrived. Clinton delivered to DeLancey his commission as lieutenant governor, and afterward was at his country seat at Flushing, L. I., making his preparations for leaving the country. He went back to England in November, became a member of Parliament, was advanced in rank to admiral of the fleet in 1757, and then was appointed governor of Greenwich Hospital, in which office he continued until he died, July 10, 1761.

During the administration of Clinton, New York developed in business, having a large commerce with the other colonies as well as with Europe. The population in 1749 was 13,200, of whom over 2000 were slaves. Dey Street was opened in 1750 and Beekman Street in 1752. The water supply was increased by the digging of two new wells, one on John Street, near Broadway, and the other by the Spring Garden, near the Drivers' Inn, which occupied

the present site of the Astor House. The first Merchants' Exchange was erected at the foot of Broad Street in 1752.

The Presbyterian church in Wall Street was rebuilt in 1747, a Moravian church was built in Fair Street, now Fulton Street, in 1751, and in 1752 St. George's chapel was erected by Trinity Church at the corner of Cliff and Beekman Streets.

John Peter Zenger died in 1746, and his paper was continued by his wife and son. William Bradford, the first printer and newspaper proprietor of New York, died in 1752, and was buried in Trinity churchyard.

Clinton's administration was an unsuccessful one, for the reason that he was temperamentally unfitted for the duties he had to fulfill. He lacked self-reliance, trusting first DeLancey, then Colden; and he had to contend with factious opposition where he had been used to autocratic rule. He was not free from avarice, and took every possible opportunity to add to his possessions, but he was probably not corrupt as some of his enemies claimed. He failed to make a success of his government because he held out for a backward step in the direction of the assertion of the king's prerogative. His obstructionist zeal increased the determination of the people, and made the Assembly more and more assertive of the principles of popular government.

ST. GEORGE'S CHAPEL IN BEEKMAN STREET
Erected in 1752

CHAPTER TWENTY-ONE

SIR DANVERS OSBORN, JAMES DeLANCEY SIR CHARLES HARDY, CADWALLADER COLDEN PERIOD OF THE FRENCH AND INDIAN WAR

Sir Danvers Osborn, third baronet, was born at the family seat of Chicksands Priory, Bedfordshire, England, November 17, 1715. His father was eldest son of the second baronet and had married Sarah Byng, daughter of Admiral Sir George Byng, who in 1721 was created Viscount Torrington, and sister of the unfortunate Admiral John Byng, who in 1757 was shot for "error in judgment in retreating before the French at Minorca," but whose execution has been denounced by many historians. "The Honorable Sarah Osborn," as the mother of Sir Danvers Osborn was entitled, was a woman of superior attainments. Her husband died soon after the son was born, and when the latter was five years old his paternal grandfather died and the little boy succeeded to the title. His mother had the management of the estates of the baronetcy during his long minority. When he was twenty-five years old he married Lady Mary Montagu, sister of the Earl of Halifax, who bore him two sons, and died a day or two after the birth of the second.

"His grief over her death seemed inconsolable and he led a restless and wandering life," according to letters of his mother, which under the title of "Political and Social Letters of a Lady of the Eighteenth Century," edited by her descendant, Miss Emily F. D. Osborn, were published in 1891. According to the same authority he was elected to Parliament as a county member from Bedford; raised a troop of men and led them in person during the rebellion of the Young Pretender in 1745, and in 1750 went to Nova Scotia for six months on a visit to the governor, Lord Cornwallis. He had times of brooding reflection, which seemed to affect him deeply, and seemed to find time hang heavily on his hands. Finally through the influence of his brother-in-law, Lord Halifax, then president of the Board of Trade and Plantations, he was appointed governor of New York. It was hoped that new scenes and active duties would restore his spirits and give his mind occupations that would divert him from his melancholy. Appointed in July, he sailed from Portsmouth, August 22, 1753, in H.M.S. Arundel, and arrived in New York harbor, October 6, 1753, and landed the next day, which was Sunday. Governor Clinton was at Flushing, but came in the next day and had a conference with the new governor, at the official residence at the fort. Both attended a public dinner given by prominent citizens that evening, and as the governor's mansion was undergoing repairs, Sir Danvers was entertained at the house of Mr. Joseph Murray, who was a member of the Council, and

whose wife was a cousin of the late Lady Osborn. She was a daughter of the late Governor Cosby, whose mother was a sister of the second Earl of Halifax.

Governor Clinton made a formal call on Sir Danvers, at Mr. Murray's, on Tuesday the 9th, and the freedom of the city was presented to him on the same day, in a gold box. On Wednesday, October 10th, the inauguration of the new governor took place with imposing ceremonies. There was an imposing procession to the City Hall, where the commission of the new governor was read to the multitude. The new governor, during the procession, was the recipient of popular plaudits, while derisive shouts and words of disapproval were given to Governor Clinton. The latter made no comment on the rudeness of his assailants, but Sir Danvers said he expected he himself would be similarly derided before he had long been in office. The next day he was presented with an address from the corporation, in which confidence was expressed that "Your excellency will be as averse from countenancing as we from brooking any infringements of our inestimable liberties, civil and religious."

Sir Danvers did not approve of this language or the sentiment it expressed, and so expressed himself to some of those about him, but refrained from any open rebuke at that time. His instructions were, however, very specific that his endeavors should be directed to repress the very spirit of independence which was exhibited in this passage. He explained to a member of the Council what his instructions were and asked how they would be received, and was told that the Assembly would certainly not yield on the issue of annual revenue and specific appropriations, whereat he seemed very much disturbed and exclaimed: "What, then, am I sent here for?"

The night before he had, at the inauguration dinner, asked to be excused because of indisposition, and on this Thursday, at Mr. Murray's, he dined with his host and again complained that he felt poorly. Mr. Murray proposed a drive or horseback ride, but Sir Danvers said no, and seemed to be affected with a profound melancholy. Dr. Magraw, said to be the best physician in town, was summoned, but the new governor declined any medical service and went to his bedroom. The next morning, Friday, October 12, 1753, the body of Osborn was found suspended from Mr. Murray's garden fence. Careful and detailed investigation revealed the fact that the baronet had had many spells of melancholy such as preceded his death, and that this was by no means the first time he had attempted suicide. His funeral took place October 13th, from Trinity Church, the rector, Rev. Henry Barclay, officiating.

The death of Sir Danvers Osborn brought Lieutenant Governor James DeLancey into active government of the colony. His first act after hastily

summoning the Council into session and reading to them and the officer of the guard his commission, was to appoint a committee to investigate into the cause of Governor Osborn's death, consisting of James Alexander, oldest member of the Council present; John Chambers, second justice of the Supreme Court, and Mayor Holland; a wise move, because there were not wanting, at first, evil persons who would have called the death a case of assassination, a murder; while the investigations of this committee revealed the facts as before narrated.

Lieutenant Governor DeLancey was in a peculiar position. As the active and powerful opponent of Governor Clinton he had been the champion of the theories which had so worked into the legislative mind, as represented in the Assembly, as to become organic; foremost of which was the idea of annual grants and specific appropriations. This theory had been adhered to through the ten years of Governor Clinton's rule, and for about eight years of that time Clinton had, not without cause, regarded DeLancey as the strongest factor in the opposition which ran so counter to the royal demands for a permanent revenue without definite appropriations. Now DeLancey had become a royal governor, and the instructions given to Sir Danvers Osborn were binding upon him. These instructions were as stringently royalist in their theory as to grants and appropriations and the maintenance of the king's prerogative as any which had previously incited the Assembly to defiance.

There had been a strange reversal of political alignments in New York from the coming of Governor Cosby, in 1732, to the accession to gubernatorial power of DeLancey, in 1753. When Cosby came, DeLancey, a young man of twenty-nine years, was an associate justice of the Supreme Court. He was a native New Yorker, son of a French Huguenot, a graduate of Cambridge University and admitted to the English Bar. From his return to his native city, in 1725, he had been active in politics, and under Cosby he was the strongest supporter of the governor's authority and the king's prerogative. He was appointed chief justice at the age of thirty, in place of Lewis Morris, of Morrisania, who was unlawfully dismissed by Cosby, but who afterward became governor of New Jersey. He it was who had been the presiding judge at the Zenger trial, and whose ruling that the truth could not be proved as a defense to libel had been riddled by the learned Andrew Hamilton. During Clarke's administration he had shown a tendency to modify his opinions, and yet he had at first been relied upon as the adviser and most powerful friend of Clinton, who charged him with a sudden change of front, dating from his receiving from that governor's hands a new commission running during his good behavior, in place of that which he had received from Cosby, revocable at the governor's pleasure. This was probably an exaggeration, for while personal influences may have had a good deal to do with the modification

and revision of his political opinions, such changes are by no means a rarity in the history of statesmanship. Lord Macaulay, in 1839, spoke truly of Mr. Gladstone as a "young man of unblemished character, and a distinguished parliamentarian, the rising hope of the stern and unbending Tories," and yet that same great man, with character always unblemished, became the greatest of all Liberal leaders. Our own political history has presented many such changes, some of which were, doubtless, the result of personal ambitions, while many others were no less surely produced as the result of changing conditions and the evolution of conviction as affected thereby.

DeLancey's change of front had been no greater than that of several other prominent New Yorkers of his time. James Alexander, William Smith and Cadwallader Colden, early essayists of Zenger's Journal, and champions of the liberty of the press and of popular rights, had all become members of Clinton's Council majority and hostile to the bold and independent attitude of the Assembly. Colden, now senior member of the Council, who had been especially obnoxious to Cosby, had become the spokesman for Clinton, and the writer of articles in support of his side in the controversies with DeLancey and the legislature, while Daniel Horsmanden, who had been appointed by Cosby, was the spokesman and pamphleteer to whose pen the advocacy of the popular side of current questions had been confided in these later years. The personal marshaling of forces had continued much the same as to individuals, but the forces had changed sides.

DeLancey, in his dealings with the Assembly, had the advantage of knowing his ground, and of personal acquaintance and influence with the membership. The Assembly expected him as governor to present to them the royal demands, and he did so, acquainting the Assembly with the purport of Osborn's instructions. He was not disappointed when the Assembly told him that the principle of annual grants and specific appropriations would be adhered to. In communicating this stand to the authorities in London, DeLancey stated that it would be useless to dissolve the Assembly on that ground, for the principle thus represented reflected public opinion in the colony, and a dissolution on that ground would insure the reëlection of the same men. He reported also that he had been successful in securing from the Assembly a decision not to meddle with the executive part of the government which, he says, "I had convinced them was an encroachment on His Majesty's prerogative, the executive power being solely in the crown."

The approach of war between the French and English in America being foreshadowed, the Board of Trade and Plantations recommended the holding of an intercolonial convention to "confirm and strengthen the ancient friendship of the Five Nations," and consider plans for a permanent union among the colonies. This convention, which met at Albany, June 19, 1754, was pre-

sided over by Governor DeLancey, and was participated in by commissioners from Massachusetts, Connecticut, New Hampshire, Rhode Island, Pennsylvania, Maryland and New York. Connecticut had three delegates, Rhode Island and Maryland two each, and the other colonies four each. After conferences with the Indians, embellished with the usual exchange of ornate orations, and arrangements for the participation of the Indian tribes in the war, a plan of intercolonial union was presented by Benjamin Franklin, a commissioner from Pennsylvania, who had been placed at the head of a committee charged with that subject. It provided for a grand council of the colonies with a president general, to manage Indian affairs, authorize new settlements, nominate all civil officers, impose taxes, enlist and pay troops, and construct forts, all of its acts to be valid unless vetoed by the crown within three years. This was adopted by the convention, but afterward being submitted for ratification was unanimously rejected by the crown and royal governors, because it gave too much power to the colonies, and by the colonial legislatures, because it gave too much power to the crown. William Johnson, who had become the leading authority and executive in connection with Indian matters, was the most influential of the New York delegates to the Albany convention.

KING'S COLLEGE, 1756

One of the earliest happenings in the city after DeLancey became actively lieutenant governor was the founding of King's College. The matter had been canvassed for several years, the Assembly having, in 1746, authorized public lotteries for the establishment of a college in the province of New York. These lotteries had, by 1851, brought proceeds amounting to £3443 18s and this sum was turned over to a board of trustees, of whom seven of the ten were members of the Church of England. The influence of these led to an

application for a royal charter, which created much opposition in New York, where the sentiment of a large majority was in favor of a strictly American institution. Rev. Henry Barclay, who, after having been a missionary among the Mohawks, had become especially active in the promotion of the college, had induced his vestry to grant to the institution a part of the farm belonging to the church, which had previously been successively known as "Annetje Jans' Bouwerie," and later, in honor of her second husband, Domine Bogardus, the "Domine's Bouwerie," and then the King's Farm, before its cession to Trinity parish. Smith, the contemporary historian, tells us that the tract set apart for the college was located "in the suburbs of the capital," which has a humorous sound now, when it is described, in modern terms, as practically identical with the blocks now bounded by Church Street, College Place, Barclay and Murray Streets. Dr. Samuel Johnson, rector of the Church of England parish at Stamford, Conn., was called into service as first president, in the autumn of 1753, though the king's charter for the institution was not issued until 1754, under the title of King's College. The grant of lands from Trinity parish was on condition that its presidents should always be members of the Church of England, and that the church liturgy should be read in the college mornings and evenings. Under the royal charter the management of the college was vested in the Archbishop of Canterbury, the governor of the province and other crown officers, ex officio, the rector of Trinity Church and the ministers of the Dutch Reformed Churches in New York, and twenty-four gentlemen of New York City. The erection of the first college building at what is now the junction of West Broadway and Murray Street was not begun until 1756. The institution, first as King's College and afterward as Columbia College and University, has continued to be the greatest as well as the oldest of the institutions of the higher learning, in the metropolis of America.

In connection with the beginnings of this college there was established a spirit of hostility between the Livingstons, long one of the most powerful of the families of New York, and the equally powerful family of the DeLanceys. The Livingstons, then represented by four brothers, were Presbyterians, and all four were graduates of Yale College. They, with people of the other non-Episcopal denominations, objected strenuously to the proposed charter, because it gave preponderating control of the college to the Church of England. DeLancey was personally of the same view and had so expressed himself, though not so emphatically as the Livingstons, before it came to him to act upon the matter officially. When the charter came to him as governor, he had, however, interposed no official objection, and for this failure incurred the hostility of the Livingstons.

Edward Holland was mayor of New York from 1747 to 1756. Although a resident of New York City, he had been elected a member of the Assembly

from Schenectady. There was plenty of precedent for the validity of such an election, but he was an adherent of Governor Clinton and, therefore, the Assembly made his nonresidence a pretext for declaring him disqualified to represent Schenectady and rejecting him from membership. This placed him in line for preferment at the hands of Governor Clinton, who, in 1747, appointed him mayor of the city and a member of the Royal Council. A census made during his administration, in 1749, showed the population to number 13,294, white and black. Mayor Holland seems to have been tactful, for he continued in office as mayor and councilor until his death, serving under DeLancey and Hardy after Clinton's term closed.

DeLancey, being a native and permanent resident, did not fill the requirements for a governor of New York, such posts being regarded in London as opportunities for the enrichment of some royal or ministerial favorite who needed the money. So, although DeLancey was governing the province with much ability and little friction, the King's Council, with His Majesty present, executed an order, January 29, 1755, appointing Charles Hardy, a captain in the Royal Navy, to be captain general and governor in chief of His Majesty's province of New York. Before he left England, in July, 1755, he had been knighted by the king, and it was as Sir Charles Hardy that he arrived in front of New York in H.M.S. Sphynx, September 2, 1755. He remained on board until next day, but being visited on the ship, on the evening of his arrival, by Lieutenant Governor DeLancey, he expressed his delight that one so efficient and experienced would be associated with his government, because he, with remarkable modesty, thought there would be many duties connected with the governorship for which he was not fitted and many questions might arise, about the merits of which he could know nothing. The landing of the new governor and his formal reception took place the next day.

During his occupancy of the active duties of the governorship DeLancey had not relinquished the chief justiceship. Immediately after the inauguration of Sir Charles Hardy several of those opposed to DeLancey brought to Sir Charles a protest against the holding by the lieutenant governor of the office of chief justice, claiming that he should be restricted to either one or the other of these offices. The question was submitted to the Lords of Trade, in London, and by them to the attorney-general, who upheld the title of DeLancey to both offices, which indeed he had continued to exercise, pending the decision, by the express desire of Sir Charles. That gentleman, although he had been governor of Newfoundland in 1844, was free to acknowledge his deficiencies and limitations, especially in connection with matters of law, of which, he said, he knew nothing, so that in addition to the functions of chief justice he turned over to DeLancey those of chancellor, greatly delighted that he had one so competent to take them off his hands. In fact, so great and undeviating was the

reliance of Sir Charles upon DeLancey, that the latter dominated the provincial situation about as fully after, as before the governor general's arrival.

Sir Charles, however, was by no means superfluous, for the French and Indian war, which was then in full progress, gave him scope for his thoroughly trained military abilities. That war, which had at first been centered principally at and near Fort Duquesne, established by the French at the confluence of the Allegheny, Monongahela and Ohio Rivers, including the disaster of Braddock, with his regular and Virginia troops, had extended along the entire frontier, including that of the province of New York. William Johnson had been commissioned as a major general of colonial forces and placed in command of Indian affairs in the province, but the most important part of the war, so far as New York was concerned, was still in the future. With the great opportunities in view in the line of his profession, Sir Charles tired of his civil place, and asked the home government to release him from the governorship and give him active duty in the navy. His request was granted and on June 3, 1757, he placed the government once more in the hands of Lieutenant Governor DeLancey. Sir Charles was promoted to rear admiral of the White, took part in the final capture of Louisburg and was later promoted to vice admiral. When he retired from active service, in 1771, he was given the sinecure post of governor of Greenwich Hospital, which he retained until his death, in 1780.

DeLancey continued in the exercise of the duties of the governorship until his death, August 4, 1760. He had been for years a sufferer from asthma, and on the day before he died had been to Staten Island in conference with the governor of New Jersey. He returned at night in an open boat and on reaching New York rode out to his country house, a mansion on the Bowery Road at a location between the present Grand and Rivington Streets. The exposure brought on a severe asthmatic attack and the next morning he was found dead in his library. He was only fifty-seven years of age, but he had been one of the leaders of thought and action in the province for three decades.

To him succeeded Dr. Cadwallader Colden, who was the president and oldest member of the Provincial Council, and then seventy-two years of age. He had succeeded DeLancey as adviser in chief of Governor Clinton, and that governor had tried to secure for him the commission of lieutenant governor instead of DeLancey, but the latter, through the powerful influence of Sir Peter Warren, had secured the prize. Toward the latter part of Clinton's administration Dr. Colden had not been in entire sympathy with the governor, because of the violence of his futile efforts to force the Assembly into obedience to his behests.

Colden ruled New York as president of the Council for a year and then received his commission as lieutenant governor of New York, but three months

later he surrendered the control of affairs to General Robert Monckton, who was the new governor general, appointed by the king, March 20, 1761, and arrived in New York on H.M.S. Alcide, October 20th, following.

Meanwhile the French and Indian War had proceeded to the advantage of the French until 1758, in which year they achieved their last important victory of that war in their great defeat of the British at Ticonderoga. The earl of Loudoun, who, in 1756, had come out as commander in chief of the army throughout British North America, had made himself obnoxious to New Yorkers by his arrogant demeanor, and after an unsuccessful two years in that position, Pitt, returning to power, supplanted him, in 1758, with Lord Amherst, who proved a much abler commander, who prosecuted the campaign against the enemy with great vigor. Louisburg was captured in July, Fort Frontenac, on Lake Ontario, in August, and Fort Duquesne in November, 1758, and in the summer of 1759, Ticonderoga, Crown Point and Fort Niagara fell before the British onslaught, and the campaign practically ended by the defeat of Montcalm at Quebec, September 13, 1759, by the forces of General Wolfe and Montcalm's surrender, followed by the control of Canada by the English in the succeeding year.

Major General William Johnson, who had charge of the interests of New York on the frontier, took an active and important part in the struggle. He conducted the expedition against Crown Point, defeating and capturing Baron Dieskau at Lake George, and it was his personal prestige and influence with the Six Nations that kept them from aiding France in this struggle. For this service he was made a baronet, received the thanks of Parliament and was given a grant of £5000. He was present at the battles of Ticonderoga and Fort Niagara, assuming command at the latter, after the death of General Prideaux, cutting the French army to pieces and compelling the surrender of the fort. He afterward led the Indians in an expedition to Canada, and was present at the surrender of Montreal.

The war was of considerable benefit to the business interests of New York, thanks to the foresight and enterprise of Lieutenant Governor DeLancey. Just after Braddock's defeat, in 1755, DeLancey wrote to the authorities in London, setting forth the great advantages of New York as the ideal location for the establishing of a general magazine of arms and military stores for the supply of the armies operating in various sections of the country. His effective portrayal of the advantages of the city was approved by the Lords of Trade and as a consequence a greatly augmented trade was built up in arms and in farm products and, for much of the time, in supplies for the troops who had winter quarters in the city.

It was a gala day on Wednesday, November 26, 1760, when Major General Amherst was presented with the freedom of the city, in a gold box, and a

very eulogistic address from the corporation, in honor of his services in the reduction of Canada.

After the death of Mayor Holland, in 1756, John Cruger (son of the John Cruger who had held the office from 1739 to 1744) was appointed to the office by Governor Hardy, continuing in that office until 1765. The office made him, ex officio, a member of the Provincial Council. He was a man of much administrative ability and he was always a champion of the popular cause against the oppression of royal prerogative and parliamentary pretension, and was full of zeal for his native city. When in the winter of 1756-1757 the Earl of Loudoun brought a thousand regular troops to be quartered in New York, the barracks in the fort were fitted up for the men but there was no room for the officers. The law made it the duty of the citizens to provide quarters for them, but contemplated that they should be reimbursed, but Loudoun, with abusive and profane language, insisted upon free quarters. Mayor Cruger tried to reason with him, but he was unreasonable and seemed to think that provincials were inferior beings, so the mayor started a subscription, which he himself headed, to pay for the lodgings of such officers as were lodged in houses whose owners could not afford to quarter them gratis.

FRONT VIEW OF BURNS' COFFEE HOUSE
Broadway, opposite the Bowling Green, 1760

CHAPTER TWENTY-TWO

COLDEN AND THE STAMP TROUBLES
GENERAL MONCKTON AND SIR HENRY MOORE
THE SONS OF LIBERTY

During the period from the departure of Sir Charles Hardy, June 3, 1757, the colony had been governed by Lieutenant Governors DeLancey and President Colden, but the higher title of Sir Charles did not lapse until he resigned it, in 1761, and General Robert Monckton was appointed governor and captain general at the same time that a commission was made out for Dr. Cadwallader Colden as lieutenant governor. General Monckton, who was a son of Viscount Galway, had a gallant record as a soldier, beginning his military career with the armies in Flanders and being transferred to the American Station in 1753. He commanded the posts at Halifax and Annapolis Royal, and became lieutenant governor of Nova Scotia, in 1756. He commanded the Royal Americans in Loudoun's Army, was engaged in the siege of Louisburg, and afterward was second in command in Wolfe's glorious campaign ending in the capture of Quebec, in which he was severely wounded; and he was promoted colonel for gallantry there, and afterward promoted to major general. He was a favorite with the colonial troops and had many strong friends and admirers among the people; and several of the leading families in New York enjoyed his intimate acquaintance.

Arriving in New York in October, 1761, he was sworn in as governor on the 26th, amid scenes of great enthusiasm; and he received a welcoming address from the corporation, and the freedom of the city, in a gold box. With his commission General Monckton had brought with him leave of absence from the province in order that he might take command of an expedition being fitted out for the capture of Martinique from the French. He also brought with him the appointment of Benjamin Pratt to the office of chief justice and also to the vacant seat in the Provincial Council. Archibald Kennedy, who was collector of customs as well as a member of the Council, was permitted to resign from the latter connection because of his age.

Monckton presented his leave of absence November 15th, and Colden filled the duties until he returned victorious from the capture of Martinique, June 12, 1762. For a year he administered the affairs of the province with much acceptability. Chief Justice Pratt dying, he promoted Daniel Horsmanden to the office, and completed the Bench by the appointment of Thomas Jones for second, William Smith, the elder, for third, and Robert R. Livingston for the fourth judge. General Monckton's health became impaired and on June 28th, he departed for England, leaving the seals of office with Dr.

Colden and his private affairs in the hands of John Watts, who was an old and intimate friend of the general.

By this time not only the hostilities in America, but the Seven Years War in Europe had been concluded by the Treaty of Paris, of 1763, by which France ceded Canada, and Spain the Floridas to Great Britain, and Spain received Louisiana from France, thus bringing to an end the rule of France in all parts of North America except for a nominal sovereignty when Spain relinquished Louisiana to France in 1800, the latter country scarcely having taken possession when it was purchased from it by the United States, in 1803.

There was great rejoicing among the people of the colonies over the treaty which made America all English, from the uninhabitable ice of the Arctic Circle to the palms of the Florida Keys, and yet this joy was not unmixed with dread. A new king had come to the throne in 1760, the third of the Hanoverian Georges, a man whose little mind was all stubborness. He had little education, and had small aptitude for learning. The one lesson which had sunk in was the oft-repeated admonition of his mother: "George, be king;" and king he had determined to be. He had moreover figured out that the way to be king was to make all things subservient to his will, and to keep power as far away from the people as possible. To that end he became a partisan in politics, a Tory of the Tories. Pitt, idol of the people in America and England, was driven from power; Bute who, as Green says, "took office simply as the agent of the king's will," became first minister, and, again to quote Green: "The royal revenue was employed to buy seats and to buy votes. Day by day the young sovereign scrutinized the voting list of the two houses, and distributed rewards and punishments as members voted according to his will or no. Promotion in the civil service, preferment in the church, rank in the army, was reserved for 'the king's friends.' Pensions and court places were used to influence debates. Bribery was employed on a scale never before known. Under Bute's ministry an office was opened at the Treasury for the purchase of members and £25,000 are said to have been paid in a single day."

Under these measures of corruption the tone of Parliament was soon greatly changed, and the influence of Pitt was greatly minimized. Pitt opposed the Treaty of Paris, because great as were the accessions of territory from France in America, many of the conquests made by British arms in the Seven Years War were given up, notably Martinique, which Monckton had captured, to France, and Cuba and the Philippines to Spain. War out of the way, George set his heart on the regulation of America. The Lords of Trade were burdened with the bewailments of royal governors who could not govern, because refractory assemblies were talking about liberty, were making annual appropriations only and dictating how they should be spent, and agitators

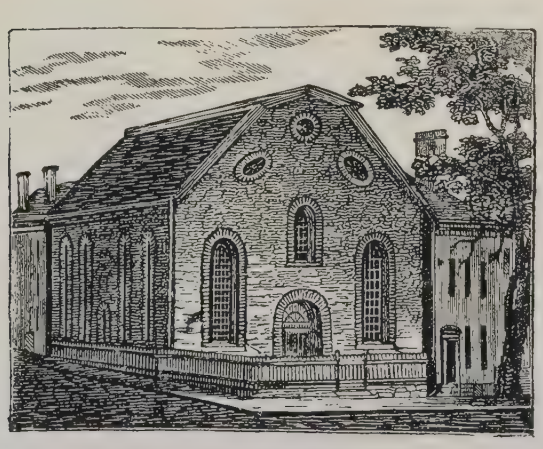
were talking about "the consent of the governed" as an excuse for evading the navigation laws, opposing the sugar tax, and otherwise acting in a democratical and incendiary manner. It was almost unanimously the opinion in England, that as the late war, which had increased the public debt to the then enormous total of £140,000,000, was partly incurred in the defense of the American colonies, the colonies should bear a share of the new burden.

This statement of obligation was not seriously combated in America, and had Pitt been in power he would probably have been able to find some means whereby the colonies would have taxed themselves for a reasonable share of the payment of the national debt. But George and Bute were more anxious to emphasize the absolute dependence of the colonies upon the mother country than they were to secure revenue, much as they desired the latter, and to emphasize their view Charles Townshend was appointed president of the Board of Trade. He declared in favor of a rigorous execution of the navigation laws, by which a monopoly of American trade was secured to the mother country; and favored the raising of a revenue within the colonies for the discharge of the debt, and of measures for impressing upon the colonies their dependence upon Britain. New York was especially affected by the policy of Townshend. The prohibitory duties which had hitherto been laid with the view to prevent direct trade between the colonies and the French and Spanish West Indies, had been constantly evaded by systematic smuggling, but now, while the duties were somewhat reduced, the lower taxes were exacted with great rigor and a strong naval force was kept near the American coast, by the admiralty, charged with the suppression of American trade with foreign countries. Further measures of stringent government and direct parliamentary taxation were outlined, and that these would be resisted was evidently expected, because although by elimination of French sovereignty from America, by the Treaty of Paris, the colonies had been left with no enemy except the Indians, a force of ten thousand men was quartered on the people.

Lieutenant Governor Colden called the Assembly together September 5, 1764, opening the session with a speech of the usual general character, felicitations on peace with the Indians, and recommendations to discharge the public debt and to renew the expired act granting a bounty on hemp. This brought out a reply, reported by Philip Livingston, which began with strong expressions of loyalty to the crown, and expressing a hope that "His Majesty who is and whose ancestors have long been the guardian of British liberty, will so protect our rights as to prevent our falling into the abject state of being forever after incapable of doing what can merit his distinction or approbation. Such must be the state of that wretched people who (being taxed by a power subordinate to none and in a great measure unacquainted with their circumstances) can call nothing their own." The address went on to

speak of "alarming information from home," and adding a hope that "Your Honour will join us in an endeavor to secure that great badge of English liberty of being taxed only with our own consent to which we conceive all His Majesty's subjects at home and abroad equally entitled; and also in pointing out to the ministry the many mischiefs arising from the act commonly called the Sugar Act to us and to Great Britain." It also promised compliance with the lieutenant governor's recommendations as to the hemp bounty and the public debt.

Colden was much stirred by this address, to which he replied with a criticism of its propriety; but in writing to the Lords of Trade he declared the address to be "undutiful and indecent." He had, he said, tried without success to have it modified, but advising with the Council, he had concluded not to dissolve the Assembly as it was, it not being probable that one of better temper could be procured by calling an election. The Assembly sent a petition to the king, protesting against the proposal to impose parliamentary taxes on the colonies.



OLD LUTHERAN CHURCH IN FRANKFORT STREET
Erected in 1767

The British ministry planned to get revenue from the colonies by means of an internal stamp tax, the plan of which is said to have originated with Bute's secretary, Jenkinson, afterward the first Lord Liverpool. Lord Grenville, who succeeded Bute as head of the ministry, in the autumn of 1763, had given notice, in March, 1764, of an intention to introduce such an act, and it was this to which the address of the Assembly referred as "alarming informations from home." The act as proposed was passed, and signed March 22, 1765. It was entitled, "An Act for Granting and Supplying Certain Stamp Duties and Other Duties, in the British Colonies and Plantations in America, towards Further Defraying the Expences of Defending, Protecting and Securing the same." It prescribed (1) that stamped paper be used for legal and official documents, diplomas and certificates; (2) that stamps be placed on playing cards, dice, books (excepting those used in the schools), newspapers, pamphlets, calendars, almanacs, and various other articles; and (3) that jury trials be denied to offenders at the discretion of the authorized prosecuting officers. It was to become effective November 1, 1765. Soon after its passage Grenville went out of office, and the Marquis of Rockingham formed another of the short-lived ministries of that eventful era.

News of the actual passage of the Stamp Act reached America early in May, 1765, and roused a fury of intense opposition in the colonies, on the ground, that as the colonists were not represented in Parliament, that body had no right to tax them without their formal consent; and also on the less important but still vital ground, that the duties would be exceedingly burdensome and would cause the withdrawal from circulation, of the little specie there was in the various colonies. When the Stamp Act had been proposed, in 1764, there had been formed in the various colonies loose secret organizations for concerted resistence to the passage or execution of the act. In the discussion of the Stamp Act, before its passage, in February, 1765, Colonel Isaac Barré, a member of Parliament, who had been with Wolfe as lieutenant colonel, and was wounded at Quebec, in 1759, strenuously opposed the act, lauded the Americans and incidentally applied to them the name of "Sons of Liberty," and for years afterward was one of the staunchest supporters of the American cause. After the passage of the act, the societies which had been formed adopted Barré's phrase as the title of their organizations, and took the lead in opposition to the enforcement of the obnoxious statute. Committees of correspondence were formed, and each colony was kept in touch with the sentiment in the others.

When the news of the Stamp Act came, the New York Assembly was adjourned, but the Virginia House of Burgesses was in session, and on April 29th passed strong resolutions formally denying the right of the British Parliament to meddle with internal taxation and demanding the repeal of the act. Massachusetts adopted the denial and proposed a congress of delegates from each of the provincial assemblies to provide for united action. New York could not, at the time, speak through its Assembly, but its voice was equally emphatic. The New York Gazette and Weekly Post Boy was the organ of the advanced patriots, among whom its editor, John Holt, was one of the most ardent. Colden, writing to Monckton, then absent from his government, complaining of it as a "licentious, abusive, weekly printed paper." It contained from week to week dissertations on liberty, signed "Sentinel," and rhymes of patriotic fervor. William Livingston, William Smith (the younger, New York's first historian) and John Morin Scott, three friends, all lawyers, and graduates of Yale, who had for several years been associated as members of the Whig Club which met weekly at The King's Arms tavern, were regarded by Colden as dangerous leaders of the protest against the Stamp Act. The most active of these three was John Morin Scott, who, under the signature of "Freeman" published, in June, three articles in which he set forth in the most cogent manner the argument of the unconstitu-

tionality of the Stamp Act and declared that if the welfare of Great Britain "necessarily requires a sacrifice of the most valuable natural rights of the colonies: their right of making their own laws and disposing of their property by representation of their own choosing—if such is really the case between Great Britain and her colonies, then the connection between them ought to cease; and sooner or later it must cease."

This was one of the earliest pronouncements of independence as the ultimatum—the inevitable result of taxation without representation. Not all the printed assaults on the act came in this thoughtful and philosophic guise. Pamphlets, lampoons and squibs were distributed broadcast; copies of the Stamp Act were sold on the streets with a title page, "The Folly of England and the Ruin of America." In all of the cities those who

BRICK CHURCH IN BEEKMAN STREET, 1768

had accepted appointments as distributors of stamps were made to feel the censure of the populace. In Boston, Newport, New Haven and Norwich effigies labeled with the names and titles of the distributors were hanged and burned. The Sons of Liberty made themselves felt, and brought such intimidation and terror to the agents that they resigned, some of them before the stamps arrived. This was the case with James McEvers, who had accepted the office for New York and given bonds, but who resigned August 30th, as a consequence of personal threats as well as of the news from Boston and elsewhere. There were riots in Boston, in which several buildings were wrecked, and on September 2d, Lieutenant Governor Colden asked General Gage, in command of the troops at New York, to furnish a force for the protection of the government property, and on September 3d notified Captain Kennedy, commanding H.M.S. Ken-

nedy, in New York harbor, to watch for incoming ships and to protect whatever vessel brought the stamps.

Mr. Hood, who had been appointed stamp master for Maryland, was driven out of Annapolis, and, coming to New York, took lodgings at The King's Arms tavern, but hearing from the local Sons of Liberty that his resignation would be acceptable, he asked Colden for protection and was given quarters in Fort George. Many publications of an underground character appeared on the street. One entitled the Constitutional Courant, advocating union, and especially bold in tone, was printed in New Jersey and circulated on the streets of New York. Lawrence Sweeny, who distributed the sheet, being asked where he got it, replied that he procured it from Peter Hasenkliver's Iron Works in East Jersey. This joke was passed around, and the next day the Courant came out with a date line from "Peter Hasenkliver's Iron Works." Its headline bore the device of a snake cut up into segments, representing, respectively, New England, New York, New Jersey, Pennsylvania, Maryland, Virginia, North Carolina, South Carolina, and Georgia, with the legend "Unite or Die," which had been used eleven years before by Franklin, to urge coöperation of the colonies to repel the French invasion.

During all this time, General Monckton, the governor general, remained in London. His opinion, like that of his friend, Sir Isaac Barré, was against the government's plan of taxation for America, and he felt so strongly on the subject that afterward, when the Revolution was in progress, he declined a command offered him, because he would not fight the comrades who had fought under him in Canada. So Colden's letters to him in the summer of 1765 led him to resign the governorship of New York, and Sir Henry Moore was appointed to succeed him.

Active preparation for the congress proposed by Massachusetts, to consider the situation, was in progress, New York being designated as the place of meeting. Meanwhile the stamps began to arrive in various places, amid menacing opposition to their being landed, and for a time they were kept on board the ships bringing them, guarded by men-of-war. Early in October the delegates arrived in the city, and the Stamp Act Congress asembled on October 7th, in the City Hall. Delegates were there from Massachusetts Bay, Rhode Island and Providence Plantations, Connecticut, New York, New Jersey, Pennsylvania, the government of the counties of Kent, Newcastle and Suffolk upon Delaware, Maryland and South Carolina. Only six were duly authorized committees appointed by the legislatures, as had been designated in the call for the convention. The Georgia Assembly had been enjoined by the governor from sending a committee; and the Assem-

blies of Virginia and North Carolina had been prorogued by their governors. New Hampshire sent word that it could not send a committee. The New York Assembly had not been in session, but the members of the Committee of Correspondence, chosen at its last session, were accepted as delegates to the convention, making an especially strong delegation, including Robert R. Livingston, Philip Livingston, William Bayard and Leonard Lispenard. Among the members from other colonies were several statesmen who attained distinction. Boston sent James Otis; Connecticut sent William Samuel Johnson, jurist and educator; while from Pennsylvania came John Dickinson, "penman of the Revolution"; from Delaware came Thomas McKean, jurist, and signer of the Declaration of Independence; from South Carolina, Christopher Gadsden, later a general in the Revolution, and John Rutledge, afterward governor of his state. The president, General Timothy Ruggles, had served in the French and Indian War. The convention appointed a committee to prepare a declaration and met again on October 19th, and following days, adjourning finally on October 28th. The "Declaration of Rights and Grievances" was agreed on after some careful deliberation and slight amendment. It is an able, fearless and dignified paper, and whether written by John Cruger (who that year went out of office as mayor of New York), or by John Dickinson, of Pennsylvania, as has been variously claimed, was distinctly creditable to the writer. This was forwarded with a formal address to the king, and petitions to each house of Parliament. General Ruggles, the president, would not sign the document, as "against his conscience"; nor would Ogden, of New Jersey, but all the others subscribed their names. "This Congress," says John Richard Green, in his History of the English People, "was the beginning of the American Union."

Prominent in the agitation of that period were Isaac Sears and John Lamb, who were the local leaders in the Sons of Liberty, the latter having charge of much of the correspondence with similar organizations in other cities. He was a native of New York, thirty years old, and prior to 1760 had worked with his father, who was a skilled optician. After that date he was in the liquor trade. Isaac Sears was born in Harwich, Massachusetts, in 1729, but had come to New York as a young man, had commanded a privateer, and from 1758 to 1861 had cruised against the French. In the latter year he lost his vessel by shipwreck, and then engaged in the European and West Indian trade. In the early part of the disputes between the colonists and the British government he became a leader of the most radical element, and especially of the Sons of Liberty, who were busy day by day in working up an active opposition to the landing and distribution of the stamps.

In the other colonies the receiving of stamps was resisted, and the stamp agents constrained to resign. In New York, McEvers had resigned the stamp agency, and there was no one authorized to distribute them. The stamps arrived here later than in any of the other colonies, coming in on October 23d, while the Stamp Act Congress was still in session. They were brought in the ship Edward, forty-five days out from Falmouth, where they had been stowed in different parts of the ship, in ten packages. It was claimed by the captain that they had been thus stowed away without his knowledge, and it is certain that none of the passengers aboard knew anything of their presence on the ship. In accordance with the arrangement with Lieutenant Governor Colden, the ship was boarded at Sandy Hook by a guard from the frigate Coventry, which, in command of Captain Kennedy convoyed the Edward into the harbor, bringing to anchor under the guns of the fort. The river front and wharves were filled with an excited throng; all the vessels in the harbor lowered their colors in token of mourning and humiliation over the arrival of the hated stamps. The next morning manuscript placards were found affixed to the doors of all public buildings and at all street corners. They were all alike, and read: "Pro Patria. The first Man that either distributes or make use of Stampt Paper, let him take Care of his House, Person & Effects. Vox Populi. We dare."

Of the seven members of the Council who were in town at the time, only three, Judges Horsmanden and Smith and John Reade, appeared at a meeting specially called by Colden at this juncture. They declined to advise the lieutenant governor in the absence of a full board, upon the ground that if they acted to detain the ship they would become liable to suit, by any person having goods on board. Finally it was decided to unload the vessel until the stamps were reached, and an effort was made to hire a sloop for that purpose, but no master of vessels would hire them for the service. The governor then requested the captains of the king's ships to undertake the work, and they agreed to do so, and began to remove the cargo, but by the time seven packages of the stamps were reached there were signs of an approaching storm and they did not deem it safe to break the cargo further. Another element of worry was the absence of any writing or bill of lading. The captain of the Edward stated that when he left Falmouth there was a report that the new governor, Sir Henry Moore, was about to embark on H.M.S. Minerva, from Portsmouth, whereupon Colden decided to postpone opening the packages until his arrival. The seven packages were brought to land by H.M.S. Garland, and brought to the fort without any show of opposition.

The fort contained a garrison of one hundred men besides their officers. Major James, of the artillery, who was in command, had given great offense

to the people by his manners. He had threatened that if there was any uprising he would drive the participants out of town with two dozen men, and as to stamps, he would cram them down the people's throats with the point of his sword. Hearing of this speech, the Sons of Liberty sent a reply stating that they would storm the fort and burn the stamps. On October 31st, rumors flew thick and fast. The lieutenant governor sent word to the major that he had heard rumors that a riot was impending on that or the next day, one of the details planned for it being a design "to bury Major James alive."

On that morning a meeting was called by notice in the Gazette, addressed to the "gentlemen merchants" of New York, at the City Arms Tavern, at Thames Street and Broadway, to meet at four o'clock that afternoon. The meeting was a very large one and enthusiastic in its purpose, to take such measures as would be best to avert what all felt to be the outrage involved in the Stamp Act. Resolutions were unanimously adopted and subscribed by two hundred merchants (1) to accompany all orders to Great Britain for goods or merchandise of any kind with instructions that they be not shipped unless the Stamp Act be repealed; (2) to countermand all outstanding orders unless upon the same condition; (3) not to vend any goods sent on commission and shipped after January 1, except upon the same condition; and finally, not to buy from Great Britain any goods, wares or merchandise after January 1, 1766, unless the Stamp Act were repealed. New York thus led in the great and effective movement which proved to be America's greatest commercial attack upon Great Britain. Philadelphia, on November 7th, and Boston on December 3d, took similar steps, and orders amounting to over £700,000 sterling were countermanded. It caused considerable privations at home, but it was the beginning of general manufacturing in the colonies. Homespun became popular wear, and city people drank sassafras tea instead of the imported article. Many manufactures started then, became permanent, and the nonimportation agreements, which at first proved embarrassing to trade, turned out to be of the utmost benefit to the colonies.

The Gazette of that day was a notable number, as it contained in addition to the call for the nonimportation meeting a "Funereal Lamentation on the Death of Liberty, who finally expires on the thirty-first of October in the Year of Our Lord MDCCLXV, and of our Slavery I," and the number was printed with black headlines and footlines. The next day, November 1st, was the date upon which the Stamp Act was to become effective, and it was the expectation that there would be disturbances, although Colden had deferred the issuing of the stamps pending the arrival of the new governor. In the morning the city magistrates notified the lieutenant governor of the expected uprising and a request was sent to Captain Kennedy to send all the marines from the king's ships in the harbor as a reinforcement of the forces at the fort.

The mob materialized as expected, collecting in the fields near the Commons, where a movable gallows was erected, to which was dangling an effigy of Lieutenant Governor Colden, with various satirical inscriptions. By his side hung the Devil with a boot in his hand, the latter being the emblem then and afterward used in derision of Lord Bute, who was regarded as the demon of the international drama then being enacted. After the crowd had become quite large, it was augmented by another large assemblage, who had a figure made of paper, also representing the lieutenant governor in "gray hairs," a term often appearing in lampoons upon Colden during this period. This effigy, sitting in a chair, was carried in parade of the principal streets, attended by men carrying about six hundred lights. Marching through the meadow, this party went southward to Wall Street, cheering as they passed the house of McEvers, who had renounced the stamp agency. At the City Hall the mayor, John Cruger, had called together the aldermen, consisting of Nicholas and Cornelius Roosevelt, Whitehead Hicks, George Brencoten, Francis Filkin, Dirck Brinckerhoff, and John Bogert, Jr. These worthy magistrates attempted to halt the procession, and succeeded in overturning the effigy, but it was straightened up again and the city fathers were warned by the leader of the mob to stand aside. Westward to Broadway went the greatly augmented procession and south on that thoroughfare to the fort, at its foot. The governor's house was inside the walls, but his coach house was outside. This they broke open, taking the governor's chariot and installing the effigy within, one of the men perched upon the driver's seat while others pulled the chariot over various streets back toward the fields. On their way they met the other party and stopped while a proclamation was made forbidding the throwing of stones, the breaking of windows or injury to any person. The two parties amalgamated into one and went down to the fort, bearing the gallows on its frame illuminated by many lanterns. Though they knew the guns of the fort were loaded and soldiers manned the ramparts, they knocked loudly at the gate with their staves and demanded admission, and they called to the sentinel to tell Colden or James to give orders to fire. Some of the cooler heads prevented an attempt to force the gates and finally the multitude went to Bowling Green, built a large bonfire around the gallows, Devil, effigies and governor's coach, until they were all consumed in the conflagration. Most of the two thousand participants went home when this was completed, but some of the more reckless went out to Vauxhall, a beautiful mansion on the shore of the North River, at the foot of Warren Street, which had been a summer resort, but had more recently been bought by Major James and beautified for his own use. This they broke open and sacked, destroying fine furniture, books and clothing, and finding a supply of wines and liquors, the mob drank freely of these and destroyed the remainder. They made a fire outside and threw in everything

that would burn, broke all the doors, windows and sash, and went off with many trophies and military insignia, including the colors of the artillery regiment which Major James commanded.

On the next day, November 2d, Lieutenant Governor Colden received many threats of death if he did not deliver up the stamps. He made a declaration that he would not distribute the stamps, but would deliver them to Sir Henry Moore on his arrival. Only a few were satisfied with this, and, except a rest on Sunday, the agitation continued, the people declaring that the stamps must be removed from the fort or they would be taken out by force. On Tuesday the City Council appointed a committee which waited upon the governor, with the request that the stamps be delivered to the city authorities and be stored in the City Hall. Colden finally agreed to this, and the stamps were turned over and receipted for by John Cruger, the mayor. A great concourse witnessed the transfer and when they saw the obnoxious stamps safely in the custody of their own officers they dispersed in quiet.

Colden summoned the Assembly to meet on November 12th, and on that day twelve members appeared and adjourned until the next day. That turned out to be a gala day, because Sir Henry Moore, the new governor general, arrived on the Minerva, and was received with great rejoicing. His commission was read and he was waited on by the officials—provincial and municipal, by the members of the Assembly, and the leading inhabitants. On the 14th the municipality presented the governor with an address, and the freedom of the city, in a gold box engraved with the city's arms. Other honors were conferred upon him, and the Sons of Liberty sent him a deputation with an address, which he received with much graciousness of manner.

A large meeting was held at Burns' City Arms Tavern on the 25th, in which a committee was appointed to wait on the Assembly and present resolutions defining their views in relation to the stamp question. The governor, on December 3d, informed the Assembly of the act of Parliament requiring that the expense of providing the king's troops in America should be paid by the respective colonies. To this the Assembly replied, on the 15th, that the king's troops, when quartered in the king's barracks, were supplied without charge to the colonies, and that the barracks in the city had sufficient accommodations for the troops, and that when it became necessary to supply quarters and necessaries on the march, the Assembly would take up the matter after the expenses had been incurred. On December 18th the Assembly made a declaration of their rights and liberties, claimed the sole right of taxation for the colony, and declared that the lately imposed duties were "grievous, burthensome and impossible to be paid," and that in consequence of them the trade of the port of New York with the foreign islands of the West Indies had so diminished

as to greatly reduce the ability of the merchants to purchase the manufactures of Great Britain. The old act granting to the king the duties on imports was continued in force and the Assembly then adjourned on December 23d to meet March 4, 1766.

Trade fell off during that winter. The course of the governor, Sir Henry Moore, was admirable. He had declared his purpose to "let the stamps sleep until he could hear from home," and additional stamps which had come with him on the Minerva were turned over to the municipality and "slept" beside the others in the City Hall. But while the governor gained the confidence of the people, they did not relax their vigilance, for while the Stamp Act was in abeyance it was still on the statute book. Its repeal was the one desideratum of the colonists. Party lines, which had been everywhere accentuated in religion and politics for many years, were obliterated in the practically unanimous execration of this act of Parliament. Only Colden and one or two others, crown appointees, had any desire to see the act made operative. Sir William Johnson was, however, a strong partisan of the royal and parliamentary authority to do as it would to the colonies, and denounced the New Yorkers as aiming at building up a democratical system, being possessed with a spirit of libertinism and independence—pretended patriots who were really enemies of the British Constitution.

Late in November Peter DeLancey, who had been in London, arrived in the harbor. He had been commissioned inspector of stamps for America, but when he found what the feeling on the matter was, he made prompt renunciation of the office, which he published in Holt's Gazette. Hood, expelled stamp agent for Maryland, who had taken refuge in the fort, had later settled at Flushing, and there he was visited by a delegation of the Sons of Liberty, at whose emphatic persuasion he was induced, on November 28th, to make renunciation of the place. Securing these renunciations was a part of the system which by correspondence had established a working intercolonial organization, and the societies in Boston, Philadelphia, Charleston and other cities interchanged, with the utmost speed afforded by the then known means of communication, accounts of each other's methods and doings. This organization was the most active and effective of the forces which led up to colonial union.

There were several personal conflicts between soldiers of the fort and the citizens. The wrecking of the Vauxhall mansion of Major James was charged by the members of the Royal Artillery (of which he was commander) to the Sons of Liberty. Some of these same artillerists were guarding the place when the sacking party appeared, and had been driven off by the rioters. Several encounters occurred between members of the

artillery and of the Sons of Liberty, one of the latter being stabbed with a bayonet, on December 1. The Stamp Act agitation was fanned into a new flame by the statement of Captain Kennedy, commanding the man-of-war, that it was his duty to seize vessels whose clearance papers were not authenticated by stamps. Because of this announcement one vessel returned to the harbor, and excitement ran high. There being a report that Kennedy had taken his action on the advice of Sir Henry Moore, the governor called the merchants of the city into consultation at the fort, on the evening of December 16th, to inquire of them who had circulated the false report. The next night a great procession marched through the streets with effigies of Lord Grenville and other unpopular members of Parliament, which they carried to the Common and burned. Several other demonstrations were made; and one, organized to burn Captain Kennedy's residence at No. 1 Broadway, was prevented by the efforts of the mayor. Notices were posted about the city threatening the property and persons of captains of men-of-war who should detain or hinder any vessel sailing with unstamped clearances; and a mob which met on the last day of the year with the intent to burn General Gage in effigy was with difficulty dispersed. The grievance against him was that a survey of New York City and its surroundings, for military purposes, was being made under his auspices.

The Sons of Liberty, which had been heretofore ostensibly a secret organization, though many of its members were known, came out in the open, in a public meeting at a place of entertainment kept by William Howard on the Trinity Farm, opposite the Common, which afterward became the headquarters of the organization, and among the resolutions adopted was one of unanimous opposition to the Stamp Act, and announcing their intention to punish those who either carried on their business on stamped paper, or refused to carry it on independently of the odious act. That evening the British brig Polly, which had left London in October, arrived, and the news was spread that she had ten packages of stamps in her cargo. The next night an armed force visited the brig, which was lying at Cruger's Dock, compelled those in charge to surrender the keys and provide lights for a complete search, and finding the stamps, took them on a large boat up East River to the shipyards, where they burned them in tar barrels, after which the men dispersed in perfect order.

At the fortnightly meeting of the Sons of Liberty, on February 2d, a committee was appointed to correspond with the Sons of Liberty in the other colonies, including Messrs. Lamb, Sears, Robinson, Wiley and Mott. Having heard from England on the stamp matter, Governor Moore called the Council together and informed that body of His Majesty's orders to

put the act in force, but the Council declared against the possibility of doing so under prevailing conditions. The Sons of Liberty had declared their purpose to fight to the death, if necessary, rather than see the Stamp Act put in force.

The New York mercantile firm of Pintard & Williams sent out some Mediterranean passes (which were passes required under the treaty between Great Britain and the Bey of Algiers, for the right of passage through the Straits of Gibraltar) on American stamped paper, and news of the fact was sent by express, from the Sons of Liberty of Philadelphia to the committee in New York. The organization was called together and, headed by Sears, Lamb and Allicocke, marched to the houses of Messrs. Pintard and Williams and made a demonstration. Next day the two merchants were seized and carried to the Common, where preparations were made to put them in the pillory, but through the intercession of some clergymen they were let off on confession and pledge to offend no more, making the statement first on the Common, afterward from their own doorsteps, and finally on oath published in Holt's Gazette.

In England the news from the colonies was variously received. In official circles there was much displeasure with the officials of the colony for not enforcing the act. Secretary Conway reprimanded Colden, and told him of His Majesty's displeasure at him for having postponed the enforcement of the act until the arrival of Sir Henry Moore, and Captain Kennedy was relieved from command of H. M. S. Coventry, because he had refused to receive the stamps. Among the things which had been submitted to the home authorities was the question of appeals from jury trials, but the government had decided that there was no appeal, as a jury's verdict was final. This greatly pleased the Sons of Liberty, because it would not have been possible to convict them by a jury for any act done in furtherance of the fight against parliamentary usurpation.

Various demonstrations were made against official persons obnoxious to the Sons of Liberty, Colden being again burned in effigy, on March 3d, and the military and naval authorities were also objects of the resentment of the organization. The nonimportation agreement was in force, and homespun was the popular wear, even the governor appearing in clothes of that fabric, for the purpose of encouragement of American manufactures. This and his refusal to issue a press-warrant to General Gage when he could not charter vessels to transfer arms and powder from the fort to the king's ships, because it was "a time of peace," were among the many acts that made Sir Henry Moore popular even in this era of revolt.

Fierce as was the sentiment of New York against the Stamp Act, the city was loyal to the person of the king. The New York Gazette coupled

loyalty to the monarch with advocacy of the popular cause, in the motto at its head: "The United Voice of all His Majesty's Free and Loyal Subjects in America: Liberty and Prosperity and No Stamps." The resentment of the people was against the Parliament, and more particularly against Grenville, the Marquis of Bute, and the other exponents of taxation without representation. On the other hand Pitt was the idol of the patriots, and a popular proposal of the Sons of Liberty was to erect a statue of that statesman on Bowling Green. Various rumors came in regard to the Stamp Act, including some premature reports of its repeal, but it was finally repealed, the king signing it with great reluctance, on March 17, 1766, in Westminster. London went wild with delight at the news, for the merchants of that city had been crippled by the nonimportation agreement, and merrymaking became general when Bow Bells chimed in concert with the joy of the people. The news was brought to America, very appropriately, by a brig belonging to Mr. John Hancock, of Boston, the gentleman who became famous in American history as perhaps the boldest of American penmen. The brig sailed from Liverpool, and when it arrived in Boston the news was promptly transmitted by express to New York, arriving on May 20, 1766. Bonfires on the Common, and general illumination, a royal salute from the guns, and a dinner of the Sons of Liberty at the hostelry of William Howard, in the fields, in which toasts were drank in honor of Pitt, "the Guardian of America," were among the features of the celebration.

Great as was the rejoicing over the removal of this chief bone of contention, the spirit of patriotism and opposition which had been aroused by the attempts to enforce the Stamp Act had gone far beyond the point where repeal of the act would put the sentiments of the people back to the point of perfect acquiescence in British rule. The act had been repealed, but the assumptions underlying the act had not been recanted. The act of repeal was accompanied by an act declaring that the king and Parliament had "the right to bind the colonies and His Majesty's subjects in them in all cases whatsoever." The New York committee of the Sons of Liberty was in favor of continuing the nonimportation agreement, until the duties upon paper, painters' colors, glass and tea should be removed.

CHAPTER TWENTY-THREE

BRITISH BLOWS AT AMERICAN LIBERTY AND TRADE—THE GROWING MILITARY BURDEN DEATH OF SIR HENRY MOORE

There was great rejoicing in New York on the king's birthday, June 5, 1766. At daylight the bells of all the city churches chimed their sweetest, and soon all citizens were up and about, and from the highest to the lowest, put on their best attire to make the most of the holiday which should show the personal loyalty of the people of New York to George III. Two large oxen were roasted whole on the Common, where the commoner folk had a general rejoicing, feasting, and drinking of toasts to the health of the king. For this occasion there had been provided twenty-five barrels of beer, a hogshead of rum from which to concoct punch, and other provisions of drink and food. A gun, fired at noon, summoned the provincial and municipal officials and the leading gentlemen of the city to the fort, to drink the king's health. There was also an elaborate dinner provided by a committee of leading citizens, at which three hundred and forty plates were laid and forty-one toasts were drank. Guns boomed, colors were displayed, and bonfires and general illuminations kept the loyal demonstrations going until late at night. A "Liberty Tree" (or pole) was set up on the north side of the Common at a location between what is now Warren and Chambers Streets, east of Broadway.

The Assembly, meeting in June at the call of Governor Sir Henry Moore, presented an address full of loyal expressions about the king. The members from the city were John Cruger, Philip Livingston, Leonard Lispenard and William Bayard, and William Nicoll was speaker. A meeting called to meet at the Merchants' Coffee House, on June 23, 1766, prepared a petition asking for a brass statue of Pitt, and James DeLancey, William Watson, John Thurman, Jr., Isaac Low, Henry White and John Harris Cruger were appointed as a committee to present the petition. The Assembly decided to authorize a statue in brass, of Mr. Pitt, and also an equestrian statue of the king.

Next to the Stamp Act the most serious cause of ill feeling of the colonists toward the home government was its policy of quartering soldiers upon the people. There had been a great increase in the number of soldiers, and at each session of the Assembly the governor had, in pursuance of orders from home, presented the question for desired legislative action, but the Assembly had persistently refused to authorize the billeting of troops upon the people. All they would do was to supply barracks with furniture, for troops marching

through the province. There were frequent collisions between soldiers and citizens in the last half of 1766, and the soldiers, especially when drinking, were in no way hesitant about displaying their ill feeling for civilians. Four officers of the regular troops at the fort created a disturbance on the night of July 21st. They had been drinking heavily at one of the taverns on Broadway, near the Common, and on leaving, started to amuse themselves by breaking the city lamps in the vicinity of King's College. A tavern-keeper making protest, they drove him into his tavern, prodding him with their sword-points as he ran, and then, accompanied by two orderlies, made their way down Broadway, smashing each city lamp they came to, until thirty-four were broken, and then coming across four of the city watch, engaged in a fight with them, wounding two, but one of the officers was arrested and lodged in the watchhouse. The three officers who escaped summoned a dozen or more soldiers from the fort, who, armed with muskets and fixed bayonets, returned toward the City Hall, wounded several of the watch on the way, and reaching their destination, released the imprisoned officer. As the latter, who was known, and one of the other three, ventured out of the fort the next day, they were arrested and taken before the mayor and aldermen and held to heavy bail for trial by the Supreme Court.

GOVERNMENT HOUSE, "WHITEHALL"
Erected in 1786 on the site of old fort facing Bowling Green, where the Custom House now stands

The Liberty Pole, which had been erected on the Common, was cut down by officers and soldiers from the fort, belonging to the Twenty-eighth Regiment, on the night of August 10th, and soon the people to the number of three thousand gathered, headed by Isaac Sears, to demand an explanation of the outrage. In the altercation that ensued, the mob threw brickbats at the soldiers, who warded off closer attack with bayonets and sent a messenger to General Gage. The general's aide-de-camp, rushing to see what was the matter, was mobbed en route and compelled to use his sword to save himself from harm. The cutting down of the Liberty Pole, emblem of the popular cause, was regarded as an outrage, and on the 12th instant, a new one, dedicated to "King George, Pitt and Liberty," was erected on the same spot. There was much feeling against the soldiery, and the more so as on trial it was proved that the soldiers were the aggressors in the trouble of the 10th of August. Several affrays occurred, of a minor sort, between soldiers and citizens, and

the military were practically boycotted. General Gage assigned the regular troops to their several districts so that the force at New York was reduced to eighty artillerymen. The second Liberty Pole was cut down on September 23d, at night, but by whom was never known, and the next day a new one was set up.

John Cruger, who had been mayor of the city from 1756, resigned the office September 29, 1766. He was a singularly able and judicious executive, who honored his office and was held in general esteem. Whitehead Hicks was appointed by Governor Moore as his successor.

Trouble with soldiers continued, chiefly assaults on citizens at night, due to intoxication. The magistrates issued an order that no citizen should sell liquors to soldiers between sunset and sunrise, and a tavern-keeper was fined and imprisoned for violating the ordinance a few days later. The Assembly, called into session by Governor Sir Henry Moore, met on November 10th, and on November 18th he transmitted instructions which he had received from England. William Pitt had been made lord privy seal with the title of Earl of Chatham, and Lord Shelburne had been appointed secretary of the Southern Department, in which the British American colonies were included. The instructions were from England and one paragraph in it declared the duty of His Majesty's subjects in America to give due and cheerful obedience to the acts of Parliament, and added: "It cannot be doubted that His Majesty's Province of New York, after the lenity so recently extended to America, will not fail to carry into execution the act of Parliament, passed last session, for quartering His Majesty's troops, in the full extent and meaning of the act, without referring to the usage of other parts of His Majesty's dominions, where the legislature has thought fit to prescribe different regulations." In replying to the governor's address conveying these instructions, the Assembly, on December 15th, declined to incur for the colony the expense of quartering the regiments marching through their territory. The reply also cited the fact that the provision which the Assembly had made at the previous session for quartering two battalions and a company of artillery, was lavish when compared with what had been done in that direction for neighbor colonies, and that they considered it a sufficient evidence of their loyalty. The tone of the address was respectful, but its substance was a determination not to quarter any large force of soldiers. Governor Moore, unlike several of his predecessors, did not threaten or bluster when he received this address, merely declaring his regret at their attitude and that he would convey to the secretary of state for the Southern Department a statement of their sentiments on the subject. He prorogued the Assembly, four days later, to March 15, 1767.

It was, indeed, a very poor time to talk about increased appropriations for quartering troops, even in barracks, and still worse those on the march.

There was a feeling of exasperation against the soldiers, who had, either of their own motion or under inspiration, developed confirmed hostility to the citizenry. In addition to this personally obnoxious attitude, the times were hard and there was a great depression of trade in the colonies.

The first anniversary of the repeal of the Stamp Act was celebrated on Wednesday, March 18, 1767, with general rejoicing, and a large number of the leading people dined at The King's Arms and drank twenty-three toasts, chiefly in honor of America's friends in the British House of Commons. The next night there was a general illumination, but that same night the third Liberty Pole, on which were inscribed the names of the king, Pitt and Liberty, was cut down. The citizens charged the act to soldiers, but as they had no proof they contented themselves with setting up, on the same place on the Common, a larger and stouter mast than any of its predecessors, protecting this one with iron to a considerable height above ground. Attempts were made, without result, to cut or dig it down, and on the 21st there was an attempt, also futile, to destroy it with gunpowder. A watch was then set, and several attempts by soldiers to destroy Liberty Pole No. 4 were frustrated, the soldiers firing several shots on one occasion. The government and city authorities took the matter up, and the soldier outbreaks were discontinued for a time.

Agents of American merchants in London, and New Yorkers visiting there for business or pleasure, were writing letters advising their principals or friends that things looked gloomy for the American colonies, as there was an evident intention to adopt measures of retaliation for the acts of the New York Assembly in limiting supplies for the troops stationed in or passing through the colony. Pitt, now Earl of Chatham, was ill in the country, so ill that he could neither lead nor advise. Without Pitt the American colonies were practically friendless, so far as any effect of his advocacy or aid in the Parliament was concerned.

When the Assembly met, on May 26, 1767, in the City Hall, the governor's address opening the session was, as always, courteous, but was more insistent than usual as to the necessity for further supply, and against the placing of limitations of the number of troops to be cared for. The house replied by an appropriation which gave £3000 for troops, which was the minimum sum mentioned in the Billeting Act, and did not put in the usual limitation to two regiments. So, although the actual sum voted was £500 less than in the year previous, the chief cause of complaint from the ministry was removed. The Assembly adjourned June 6th, after joining with the citizens in an unusually ceremonious observance of the king's birthday.

Meanwhile things were being enacted in the Parliament of Great Britain which were destined to put new fire into the liberty-loving patriots

of New York. Unfortunately, the Earl of Chatham was disabled by illness from attending to public affairs, or even advising with his associates. It was a Pitt ministry without Pitt. In forming it the Earl of Chatham had been compelled to select from incongruous elements, and, to use the words of Green: "The ministry which his guidance had alone held together at once fell into confusion. The Earl's plans were suffered to drop. His colleagues lost all cohesion, and each acted as he willed. Townshend, a brilliant but shallow rhetorician, whom Pitt had been driven reluctantly to make his chancellor of the Exchequer, after angering the House of Commons by proposals for an increase of the land tax, strove to win back popularity among the squires by undertaking to raise a revenue from America. That a member of a ministry which bore Pitt's name should have proposed to reopen the question of colonial taxation within a year of the repeal of the Stamp Acts was strange enough to the colonists; and they were yet more astonished when, on its neglect to make provision for compensating those who had suffered from the recent outbreak in due conformity to an act of the British Parliament, the Assembly of New York was suspended, and when Townshend redeemed his pledge by laying duties on various objects brought into American ports. But these measures were the result of levity and disorganization rather than of any purpose to reopen the quarrel. Pitt's colleagues had as yet no design to reverse his policy. The one aim of the ministry which bore his name, and which during his retirement looked to the Duke of Grafton as its actual head, was simply to exist."

This paragraph refers to the legislation introduced by Townshend on May 13, 1767, of which date Bancroft says that "a more eventful day for England had not dawned in that century." On that day the order went out denying admission to the House of Commons to every agent of the colonies and every American merchant. Townshend called attention to the action of the New York Assembly in the previous December, limiting the appropriations for quarters for the king's troops to two regiments only, and to those articles provided in other parts of the king's dominions, and moved that until New York complied with the Billeting Act, the governor should be instructed to withhold his assent to any other legislation of the Assembly.

Besides this special resolution against New York, laws were directed along lines of regulation of all the colonies, duties were established on direct importations of wine, oil and fruit from Spain and Portugal, on imports of paper, painter's colors, glass, lead and tea, and a board of commissioners was to be stationed in America to compel the payment of these duties. The duties so collected were to become part of the king's revenue

for the payment of the civil list, and fixed salaries were to be paid all governors and chief justices in the colonies. This legislation was vigorously fought by the few friends of America in the House of Commons, foremost of whom was the brilliant Burke, but the two measures were agreed to May 26, 1767, and the news of their passage reached America in July.

As the Assembly had already complied with the terms of the Billeting Act, the Townshend resolution which was based upon the contingency of noncompliance became nugatory, *ipso facto*. But the policy it indicated alarmed the colonies. It meant coercion, and the violation of the principle which was rapidly gaining lodgment in American patriotism, that "governments derive their just powers from the consent of the governed." Boston, stirred up by the new tax laws, met at Faneuil Hall, in October, and resolved to prevent importations as much as possible, especially of the articles included in the new Townshend tariff.

The Assembly again met November 17th, taking up several matters, one of which was to pay arrears of salary to Lieutenant Governor Colden. That official had been in retirement at his country seat since Governor Moore's arrival, and had attended only one meeting of the Council. With the February following the close of that session, the life of the Assembly, limited by law to seven years, expired. So it was dissolved and a new election was ordered. It was hotly contested, and Philip Livingston, James DeLancey, Jacob Walton and James Jauncey were elected from the city, John Morin Scott receiving the largest vote among the candidates of the opposition.

The third anniversary of the repeal of the Stamp Act was celebrated March 18, 1768, and largely attended dinners at two of the leading taverns included the chief merchants among their guests. On April 8th, an important meeting was held, at Fraunces' Tavern, corner of Broad and Dock (now Pearl) Streets, at which twenty-four merchants, engaged in foreign commerce, organized the New York Chamber of Commerce, the first officers of which were John Cruger (former mayor), president; Hugh Wallace, vice president; and Elias Desbrosses, treasurer. The evening before that, there had been another meeting at which it had been decided to prepare an agreement, operative if the merchants of Boston and Philadelphia should, before June 1st, following, adopt similar resolutions, providing that the signers would not sell on their own account or on commission, nor buy nor sell for any person whatever any merchandise (except a few articles named) which should be shipped from Great Britain after the first day of the following October, until the act of Parliament (Townshend tariff) should be repealed. A committee of mer-

chants appointed to circulate this agreement found very few who would not sign it.

Townshend, author of the mischievous legislation, died suddenly, on September 4, 1767; the Earl of Chatham continued to be incapacitated by illness, and a new election was held in 1768. The Earl of Hillsborough was appointed secretary of state for America, and had denounced the attitude of the Massachusetts House of Representatives in issuing a circular letter calling for a union of the colonies to obtain redress of grievances. All advices from England spoke of coercive plans to be enforced by armies and fleets. Strengthening this rumor was the assumption by General Gage, commander in chief at New York, of precedence over Sir Henry

FRAUNCES' TAVERN
Built 1727

Moore, the governor, which assumption was, however, emphatically overruled by Lord Hillsborough, who disclaimed any intention on the part of His Majesty to introduce "a military government into his provinces in America upon the ruins of the civil power." Yet he persisted in wrongheaded opposition to the exercise of the right of petition, and in orders to the colonial governors to dismiss legislatures which showed hostility to the British customs plans. The assemblies all passed resolutions hostile to the Townshend tariff, and were prorogued by the governors. The merchants of Boston first, New York afterward, and later Philadelphia, as well as other smaller ports, agreed to import no duty goods, with a few exceptions, from January 1, 1769, to January 1, 1770, and everywhere the agreement was signed with practical unanimity. On October 3d the people of Boston inaugurated their agreement to drink no more tea. English troops poured into Boston and camped on the Common, and later were billeted

in the homes and warehouses of that city. The governor of Massachusetts, Sir Francis Bernard, declined to convoke the Assembly, and so the colony continued under military rule.

The Sons of Liberty in New York, who had been disbanded during the lull of excitement which had followed the repeal of the Stamp Act, had been reorganized and greatly strengthened, and on November 14th paraded the streets and burned effigies of Sir Francis Bernard and of Greenleaf, sheriff of Boston, in front of the Merchants' Coffee House. The Assembly, meeting soon afterward, discussed various questions, its most notable act being the adoption, December 31, 1768, of resolutions declaring for the principle of an exact equality of rights among all His Majesty's subjects in all parts of the empire; the right of petition, the right of an internal legislature and the undoubted right of correspondence between the colonies to secure united action for the defense of their rights, liberties, interests and privileges; and a committee of correspondence was organized in accordance with this resolution. As these bold resolutions were identically the ones which Lord Hillsborough's circular had prohibited, Sir Henry Moore, greatly inclined, as he always was, to a peaceful course, summoned the Assembly, on January 4th, and declared that these resolutions had put it out of his power to continue it longer in office; so, while expressing the kindliest feelings for the members, he dissolved the Assembly. A new election, which occurred in January, returned the old members, with the exception of Philip Livingston, who was replaced by John Cruger. Livingston was, however, elected from Livingston Manor in February, and Robert Livingston for Dutchess County. The Assembly to which these well-known men were elected, the Twenty-fourth, was the last of the colonial assemblies, historically known as the Long Assembly, which had its last sitting April 3, 1775, but was kept alive by adjournment until February 1, 1776. It met and organized April 4, 1769, electing John Cruger speaker. The governor's address objected to the manner of appointment of an agent of New York province in England, as being detrimental to colonial interests; and asked for a grant to meet arrearages on account of the troops and their quarters. In their reply they promised compliance with his recommendations as to the king's troops, but declined to alter the method of appointing their agent in London.

The Chamber of Commerce, which had previously met at Fraunces' Tavern ("The Queen's Head"), moved into large new quarters over the Royal Exchange, on the opposite corner of Broad and Dock (now Pearl) Streets, holding their first monthly meeting at that place on May 2, 1769, when John Cruger, president of that body and also speaker of the Assembly, presented to them a vote of thanks by the Assembly, to the merchants of the city and colony "for their repeated disinterested, public-spirited and patriotic conduct

in declining the importation or receiving of goods from Great Britain until such acts of Parliament as the 'General Assembly' had declared to be unconstitutional and subversive of the rights and liberties of the colony be repealed."

New York adhered to its nonimportation agreement with great fidelity, but there were breaches reported from Philadelphia, and one New York merchant was caught receiving imported goods via the latter city. Conflicting reports were received from London as to the possibility of the repeal of the obnoxious duties so much desired by the merchants of New York, and even more by the commercial community in London.

Sir Henry Moore, during all the troubles of the four years since his arrival as governor of the colony, had acted in a perfectly friendly manner toward those of every shade of political opinion. Bound by the duties of his position as a royal governor, to the most emphatic assertion of the royal prerogative, and compelled to recommend to the house such policies as were contained in his instructions from London, he nevertheless performed these duties in such a manner that the Assembly, when unable to comply, treated him officially and personally with the utmost respect. His suspension of the operation of the Stamp Act as long as he could, had given him a place in popular favor which had become more secure with each year of his service. He was a dignified, urbane and righteous governor, and his death, in Fort George, September 11, 1769, after a brief illness, brought great distress to the people of the city and colony.

During Governor Moore's administration there were numerous improvements in the city, and three churches were erected: St. Paul's Church, in 1765, the Brick Presbyterian Church, opposite the Common, and the North Dutch Church, on Fulton Street.

TAMMANY HALL, 1789
Nassau Street, Corner Spruce Street
First Permanent Wigwam

CHAPTER TWENTY-FOUR

SONS OF LIBERTY AND BRITISH SOLDIERS
THE BATTLE OF GOLDEN HILL
NONIMPORTATION AND LATER TROUBLES

Sir Henry Moore was dead, and his remains were interred under the chancel of Trinity Church. Cadwallader Colden was again in authority over New York province as lieutenant governor, coming in from Flushing as soon as he heard of the governor's death; and on September 13, 1769, he took the prescribed oaths as lieutenant governor and commander in chief. He issued a call for the Assembly to meet on November 21st. Before that, the Sons of Liberty, celebrating, on November 1st, the anniversary of the nonimportation agreement, passed resolutions recommending that the Assembly, when it met, should follow the example of the assemblies of South Carolina and Massachusetts, refusing all supplies for the king's troops until the obnoxious laws should be repealed. But when Colden addressed the Assembly and asked for the annual grant required by the Billeting Act, his request met with prompt compliance.

This course was very displeasing to the people of the city, and particularly to the Sons of Liberty. A printed "Address to the Betrayed Inhabitants of the City and Colony of New York," signed "A Son of Liberty," appeared, and a copy which fell into the hands of the mayor, Whitehead Hicks, was delivered by that official to John Cruger, the speaker of the Assembly. It was a bitter arraignment of the Assembly for its action in voting, at Colden's request, for the supplies for the king's troops; arraigned it as a betrayer of the cause of liberty, and cited in contrast, the patriotic action of the assemblies of Massachusetts and South Carolina. There was also another paper of similar import put in circulation, with the signature "Legion." Both invited the Assembly to meet the people at a meeting to be held in the fields, December 18th. These anonymous papers were presented to the house as being infamous and scandalous libels, and by vote of the Assembly the lieutenant governor issued a proclamation offering a reward of £100 for the discovery of the author of the first, and of £50 for the author of the second of these circulars.

The meeting in the fields was attended by about fourteen hundred men, and the action of the Assembly was vigorously discussed. On motion of John Lamb a committee of eight was appointed to wait upon the city's delegation to the Assembly and present the sentiments of the meeting. The committee, as named, was composed of Jacobus van Zandt, John Lamb, Isaac Sears, Samuel Broome, James van Vaurk, Erasmus

Williams, Caspar Wistar, Thomas Franklin, Jr., John Thurman and Alexander McDougall, all of whom served in the presentation of the resolutions, except Thurman, who declined membership on the committee. On the 25th the Assembly ordered John Lamb to appear before the bar of the house to answer for libel, the impression being that as he was the mover of the resolution he had some connection with the printed libels that had moved the Assembly to wrath. But the other members of the committee published a card stating that they were as responsible as was Mr. Lamb, and when that gentleman appeared in answer to the summons and disclaimed any connection between the printed libels and his action at the meeting, he was discharged.

The mutual dislike of soldiers and citizens which had been engendered at the time of the Stamp Act troubles had in no wise diminished. The upper barracks, located in the Common, was near the Liberty Pole, and the soldiers stationed at that barracks, had in it a constant reminder that in spite of their former conflicts, the Sons of Liberty had succeeded in maintaining the obnoxious emblem. The Sixteenth Regiment men, who occupied the barracks, were known to entertain hostile designs against the pole. On the night of January 13th, a party of them, foiled in an attempt to cut it down or blow it up, concluded to attack De La Montagne's Tavern, just opposite, and they broke seventy-six panes of glass in his windows and attacked the tavern-keeper in one of the passages in the tavern. They made nightly attempts against the pole after that, and on January 16th succeeded in cutting it down, then sawed it into pieces and piled them up before the tavern door. A meeting which had been called to the Liberty Pole to consider the outbreaks of the soldiers, met on the Common, on January 17th, about 2000 citizens attending, and resolved that any soldier found at night armed, or if unarmed, acting in an insulting manner, should be treated as an enemy to the public peace.

The next day a placard, scurrilously abusive of the Sons of Liberty and defiant of citizens generally, signed, "The Sixteenth Regiment of Foot," and three soldiers were caught by Isaac Sears and Walter Quackenbos in the act of posting them. Each grabbed one of them, then the third soldier rushed upon Sears in the endeavor to free his comrade, but Sears, with a handy missile and accurate throw, hit him in the face and made him run away. The two citizens, when on the way to the mayor's office with their captives, were rushed upon by twenty more soldiers with swords and bayonets, but many citizens had come up and helped the citizens to defend themselves. As it was the neighborhood of the Fly Market, the citizens were, many of them, able to secure sticks or staves and to ward off the soldiers' attacks. Mayor Hicks appeared, ordering the

soldiers to their barracks, and they moved on as far as Golden Hill, the spot being on what is now John Street, between William and Cliff Streets, where they made a stand and turned on the citizens who had followed them. The soldiers used their bayonets and wounded several of the citizens, but as the crowd increased and surrounded the soldiers, the citizens wounded some and disarmed many of them. A fresh party of soldiers came up from the barracks and were preparing to make a concerted attack when some officers appeared and ordered all the soldiers to their barracks, whereupon hostilities ceased for that day. One of those on the citizens' side, a sailor, who was wounded, died of his wounds. As this antedated the Boston Massacre by nearly two months, the "Battle of Golden Hill" has been designated by many writers as the first battle fought, and the unnamed sailor's as the first life lost, in the American Revolution.

The hostilities were resumed the day following, January 19th, one of a party of soldiers thrusting his bayonet through the cloak and dress of a woman who was returning from market. The news of this outrage brought the people together and many of them gathered in knots on the street corners to discuss the situation. The sailors, who always sided with the citizens in their conflicts with the soldiers, were especially perturbed because of a desire to revenge the death of their brother, who had been killed by the soldiers. A group of these got into an altercation with a party of soldiers from the barracks and soon got to blows, and in the *émeute* an old sailor was run through the body by a bayonet. The sailors were wrought to fury and the fight became hotter. The mayor came to the scene and ordered the soldiers to disperse, but they defied him, and when he started a messenger to the barracks to summon an officer, the soldiers barred the way with drawn swords, so that the messenger could not proceed. A party of Liberty Boys coming up at this time to aid the sailors, dispersed the soldiers. For a few hours all was quiet, but in the afternoon a group of citizens in front of the new jail, on the Common, was accosted by a party of soldiers, who endeavored to disarm them of their canes. The citizens turned on them, and being soon reinforced by a party of the Sons of Liberty, were enabled to drive the soldiers back to their barracks, disarming several. One of the soldiers was badly wounded in the shoulder, and another, who was recognized as one of the ringleaders in the conflict of the previous day, was arrested and imprisoned to await trial.

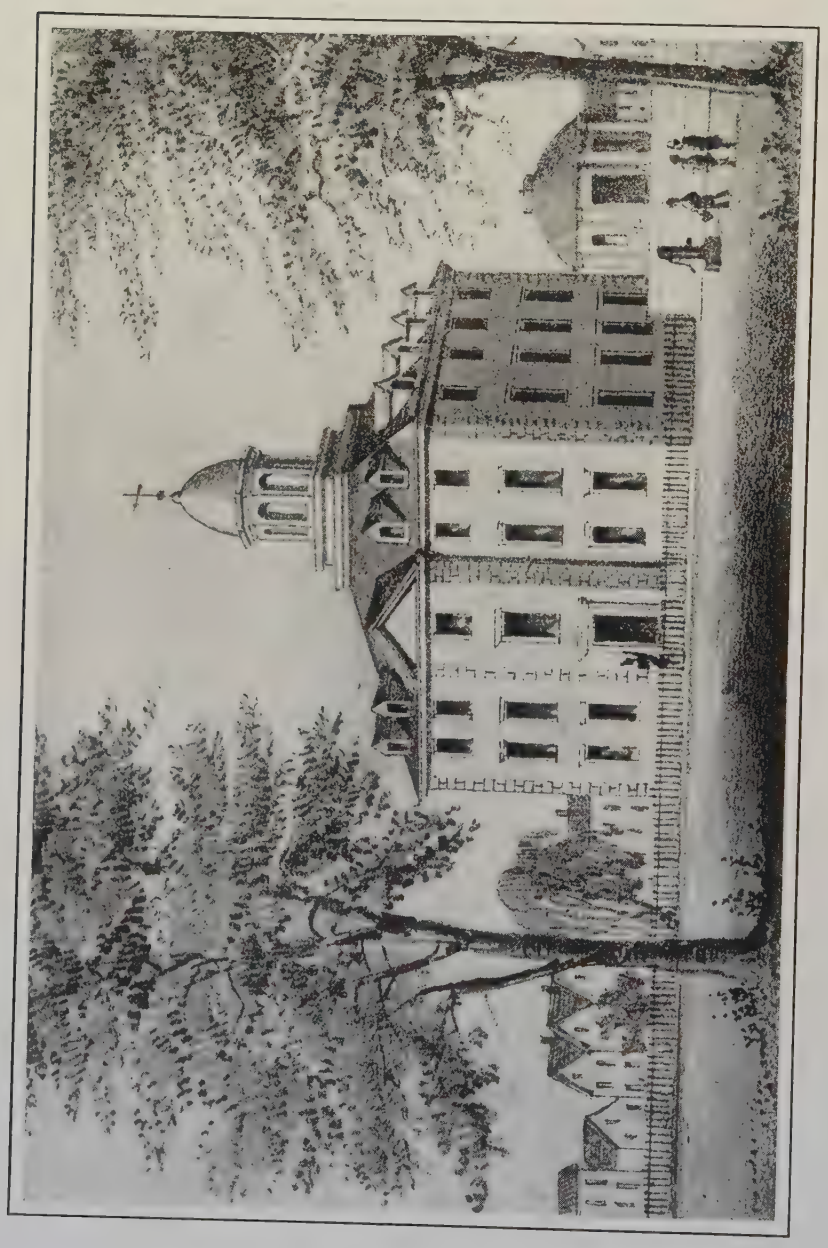
The Sons of Liberty had, through a committee, asked the City Council for permission to rear another Liberty Pole on the spot where the other four had successively stood, but the request was denied by a majority vote. Lamb and some friends, in anticipation of the refusal, bought a strip of ground eleven by

one hundred feet, on private property, near the former site, and on this erected, February 6, 1770, the fifth Liberty Pole, a mast of greater length than any of the others, forty-six feet high, with a topmast twenty-two feet high, surmounted by a gilt vane on which was the word "Liberty." The pole was cased for two-thirds of its height with iron hoops and bars and sunk twelve feet into the ground.

The news from London was full of excitement about the case of John Wilkes, a member of Parliament for Middlesex, who was convicted in 1763 of having issued, in No. 45 of his paper, the North Briton, what was declared to be a "false, scandalous and seditious libel." He had been convicted by the Court of King's Bench and sent to prison under a sentence for twenty-two months, and at the instance of the ministry, he was expelled from the house, and his constituents so resented this treatment that, though in prison, they immediately reëlected him. Another vote of expulsion resulted in another reëlection and another vote of expulsion. For a fourth time he was returned, by a vote of 1143 to 296; but the house seated his opponent, on the ground that as Wilkes was an outlaw the votes against him were void. This raised the question of rights of parliamentary constituencies, and made Wilkes a popular hero, and he was elected an alderman of London, and later sheriff of Middlesex, and in 1774, lord mayor of London. In 1770 he was the popular hero of London, the embodiment in the view of the people of their aspirations for larger rights, and the champion of the freedom of the press and of the people. The number of the North Briton in which the alleged libel occurred—"Number Forty-five"—became, temporarily, a battle cry of freedom for the English-speaking world, and the Sons of Liberty in New York took up the cry.

It came into play in connection with the case of James McDougall, who was arrested on the charge of being the author of the printed papers signed "A Son of Liberty" and "Legion," and which had been declared "infamous and scandalous libels." McDougall had been arrested on the admission of James Parker, the printer, who had been interrogated by the lieutenant governor and Council, that he was the author. Taken before the chief justice, he refused to give bail, and was incarcerated in the new jail on the Common. The Sons of Liberty took him up as their hero—"the American Wilkes." Great crowds gathered at the jail, and when some of them were asked for their names, they shouted "Forty-five."

The Sons of Liberty formed the radical wing of the patriotic party. Another section, composed for the greater part of the wealthier and more exclusive people, called themselves "Friends of Liberty and Trade." When the Sons of Liberty, who had made De La Montagne's tavern their headquarters, went to the proprietor to secure it for their annual celebration of the repeal of



OLD JAIL

Situated at the Northeast extremity of the Park. Erected before the American Revolution

the Stamp Act, they were told that it had already been let for that day to the other organization. The Sons of Liberty then bought property described as "the corner house on the Broadway, near Liberty Pole, lately kept by Edward Smith." They changed the name to "Hampden Hall," which became the headquarters of the Sons of Liberty. On March 19th, the anniversary of the repeal of the Stamp Act was celebrated at Hampden Hall with great enthusiasm. Wilkes and McDougall were toasted, forty-five toasts were drunk and the entire company went in procession to the jail and gave forty-five cheers for McDougall. As some soldiers were frustrated in an attempt on the night of March 24th to unship the topmast and vane from the new Liberty Pole, a guard was set upon the pole until after the departure of the Sixteenth Regiment for Pensacola, on May 3d.

News came from London that under the initiative of Lord North the obnoxious taxes had been removed from every article except tea, and the non-importation agreement was, at the suggestion of Philadelphia merchants, modified as to all other articles. There was a considerable interchange of argument in regard to this policy, and Boston held out for a continuance of the nonimportation policy to its fullest extent, but the statistics showed that during the existence of the agreement, while the imports of New York had decreased five-sixths, those of Philadelphia and Boston had only decreased one-half, while Canada, Carolina and Georgia, and even Maryland and Virginia, had increased their importations. Mr. Bancroft has well said that as New York alone had been perfectly true to its engagements, "it was impatient of a system of renunciation which was so unequally kept; and the belief was common that if the others had adhered to it as strictly, all the grievances would have been redressed."

On March 13, 1770, Lieutenant Governor Colden granted a charter to the New York Chamber of Commerce. The statues ordered by the Assembly from London of George III and Lord Chatham, arrived in the summer of 1770. The equestrian statue of George III was set up on its pedestal on the Bowling Green, opposite Fort George, on August 16th, the anniversary of the birthday of Frederick, Prince of Wales, and was the occasion of much ceremony. It was made of lead, heavily gilded. On September 7th, at the intersection of Wall and Cross (now William) Street, where a pedestal had been set up for its reception, the statue of Pitt was set up. Both statues had been made by Joseph Wilton, a famous London sculptor, and were regarded as excellent examples of the art of sculpture.

After the news of the death of Sir Henry Moore had reached England the Earl of Dunmore had been appointed governor in his place, but he had so delayed his departure that Lieutenant Governor Colden had administered the government for thirteen months before his arrival. He reached New York in

H.M.S. Tweed, October 18, 1770, and he was given a rousing reception. Dinners and other functions were given in his honor, the city was illuminated, the Sons of Liberty made a great bonfire on the Common and drew the largest outdoor assemblage which had to that time met in New York City.

Dunmore's commission, as those of the other governor generals had done, contained a provision authorizing him to take "a moiety of the perquisites and emoluments of the government of New York from the date of his commission to the time of his arrival." There had been a similar clause in the commission of Sir Henry Moore, but he had made no demand under it, and of General Monckton, but he had finally waived it, and, in fact, the division had not been insisted on since the days of the Van Dam-Cosby litigation. Colden was not likely to give up anything like fifty per cent. of his year's income without a fight, and the consequence was litigation in which he was finally sustained, the decision being, that as a salary is compensation for labor performed the king had no right to act with it as if it was a bounty at his disposal, because "the king can do nothing contrary to law." The dispute was carried no further, the earl did not carry the matter to London, and Colden had no occasion to do so.

The Assembly met December 11, 1770, and in his address to that body the Earl of Dunmore spoke with satisfaction of the ending of the nonimportation agreement and the renewing of "that mutual intercourse between the mother country and her colonies which it is so much the interest of both to preserve uninterrupted." He called attention of the Assembly to the probability of war between Great Britain and Spain, and urged the consideration of the defenses of New York against foreign attack. Instruction came from the Earl of Hillsborough to the governors in America, to the effect that Parliament had ordered an increase of the army by an additional light company to every battalion and of twenty men to every company; and he was emphatic in urging immediate attention to the recruiting of these additional soldiers. The call for recruits appealed to the religious as well as political zeal of many of the people, for Spain was especially detested by the Protestants, and the first to volunteer their services as soldiers was a body of German Protestants, who offered themselves in January, 1771.

The Assembly passed a grant of £2000 for the troops quartered for the year, but declined to appropriate any money for arrearages, though they granted £1000 for general repairs pending further advices as to the probability of war with Spain. They voted an appropriation to pay the governor's yearly salary of £2000, but the Earl of Dunmore sent in a message that the king having provided the salary out of his treasury, he was not permitted to receive any from the Assembly. This idea of paying the governors from the king's treasury was a part of the plan to justify the collection of duties in America.

On December 13, 1770, Captain James McDougall, who had recently been let out of jail on bail by the Supreme Court, in connection with the libel charges against him, was summoned to the bar of the Assembly and he was there interrogated as to whether he was the author of the paper entitled, "Address to the Betrayed Inhabitants of the City and Colony of New York." He declined to answer, for the reason, first, that the Assembly had already declared the paper to be libelous and he could not be compelled to incriminate himself; and, second, he was at that time under prosecution in the Supreme Court of the colony. He was declared in contempt of the house, and declining to ask pardon, was committed to the common jail, where he remained after the adjournment of the house until April 17, 1771, when, on motion of John Morin Scott, his attorney, he was ordered to be released upon his own recognizance. A vindication of the stand he took before the Assembly, which McDougall sent from the jail, was published on December 22d, in Holt's Gazette, and the people generally were in sympathy with his stand. The Sons of Liberty, at their celebration of the anniversary of the repeal of the Stamp Act, on March 18, 1771, included among their toasts one to "the Liberty of the Press" in honor of McDougall, and another entitled, "No answer to interrogatories when tending to accuse the person interrogated," was also in sympathy with the man then still in jail. McDougall, after his release, continued to be active in the patriot cause. He became colonel of the First New York Regiment, in 1775, brigadier general in 1776, and major general in 1777, in the Continental Army; fought at the battles of Long Island, White Plains, Germantown and others; was elected to the Continental Congress in 1781 and 1784, and was a member of the New York Senate at the time of his death, in 1786.

As early as December, 1770, the Earl of Dunmore had received from England a notice that the king had promoted him to the government of Virginia, in succession to Lord Botetourt, who had died, a mark of royal favor which greatly pleased the earl, as the Virginian post was considered the most important and desirable in the colonies. To the office of governor of New York the king appointed William Tryon, then governor of North Carolina, whose wife, who had been a Miss Wake, was a near relative of the Earl of Hillsborough, first commissioner of trade and plantations. He was born in Ireland about 1725, commissioned captain in the army in 1751 and lieutenant colonel in 1758; appointed lieutenant governor of North Carolina in 1764, and upon the death of Governor Arthur Dobbs was commissioned governor of that colony. Through the tact of his ambitious wife he succeeded in securing from the North Carolina Assembly £15,000 to build a governor's house at Newbern, which was recognized as being the handsomest building in America. This was chief of the extravagances which caused "The Regulators," an

organization formed for tax and other reforms in North Carolina, in 1768, to start an uprising in 1770. In May, 1771, Governor Tryon, at the head of a large Loyalist force, met two thousand Regulators, of whom less than half were armed, at Alamance Creek, defeating them after two hours of fierce fighting. Seventy Loyalists were killed and wounded, nine Regulators were killed and many wounded, one was hanged on the spot and fifteen were taken prisoners, of whom six were tried and executed. The selection of Governor Tryon as governor of New York was a reward for his vigor in suppressing the Regulators. On Monday, July 8th, he arrived in New York with his wife and daughter, after a fast passage of five days from Newbern, North Carolina, in the sloop Sukey, and was received with appropriate salutes, honors and ceremonies, the Earl of Dunmore going to the sloop to meet him and accompanying him from the landing at Whitehall stairs to the fort, escorted by the Provincial Council and the local dignitaries.

Lord Dunmore left for Virginia, September 8th, with the accompaniment of salutes from the battery guns and many tokens of public esteem. He seems to have pleased everybody in New York save Lieutenant Governor Colden. In a trying time he had ruled the province without friction and with singular discretion. His course in Virginia was much different and his administration very unpopular, but his short term as governor of New York developed nothing to antagonize any party. The New York Assembly, which did not meet until January 7, 1772, in replying to the address of the new governor and expressing satisfaction at his appointment, also alluded to his predecessor as having "justly merited our affection and applause."

In his address to the Assembly, Governor Tryon, in the absence of any special instructions from the king, confined his recommendations to the ordinary supply and support bills, a thorough repair of the city's fortifications and defenses and the framing of a proper militia system. The Assembly, appropriating £2000 for the governor's salary, received from him a special message, with a copy of the king's instructions, providing that neither the governor, president of the council, nor commander in chief could receive from the Assembly any gift or present whatever. The Society of the New York Hospital, organized in 1771, was commended to the consideration of the Assembly by Governor Tryon.

The two societies celebrated, on March 18, 1772, another anniversary of the repeal of the Stamp Act, the conservative Friends of Liberty and Trade, at De La Montagne's, and the more radical Sons of Liberty, in Hampden Hall, as usual. The Assembly, as Tryon had recommended, had passed an act establishing a militia, and soon nine companies, aggregating seven hundred men, of which three were artillery, were raised, officered by "gentlemen of the first families and distinction," who at their own expense clothed, armed and accou-

tred their companies. In June the force had increased to twenty-six regiments and eleven troops of light horse in the province, one regiment and one troop being in New York County. Oliver DeLancey, brother of the late Lieutenant Governor DeLancey, was colonel in chief of the Southern District. He was one of the most prominent citizens of New York, and his daughter Susanna, according to the newspapers of the day, had married Sir William Draper, Knight of the Bath, in Trinity Church, on October 13, 1770.

One of the controversies which had created some acrimony at this period, was the Livingston dispute, referring to the claim of Judge Philip Livingston, of the Supreme Court, of a right to sit in the Assembly as a representative of Livingston Manor, the great family estate on the Hudson. He had served without question for four years after his appointment to the Bench by General Monckton, and in 1768 had been the speaker of the Assembly, but the following year was denied admission, based on two grounds: first, that he was a resident of New York and not of Livingston Manor; and second, that he was ineligible because of his judicial position. Therefore, while elected five times in three years, he had been kept out. While these seem in our day to be good grounds for refusing to admit him to the Assembly, they were not valid either by law or custom when first raised against Livingston, and laws afterward made by the Assembly purposely to exclude him were vetoed by the king. The objection to Livingston seems to have been more denominational than partisan, as Livingston was foremost among the Presbyterian laymen of that day, and as such, obnoxious to the high churchmen, who were usually favored in all official matters, and who wished to be alone eligible to office, as Episcopalians were in North Carolina, and some other colonies. The appeal made by Livingston to the home authorities, in 1772, met with no response, and he was not returned in 1773. The Assembly meeting, from January 5th to March 8, 1773, was chiefly given to appropriations and routine matters, and the first half of the year passed in an exceptionally peaceful manner in New York.

Public opinion was perturbed by the news from Virginia and New England. During several years past Massachusetts had been under more austere and autocratic governors than had New York. Sir Francis Bernard, from 1760 to 1769, and Thomas Hutchinson, from 1769, had represented unwavering hostility to the popular cause. Conflicts between the soldiery and citizens had been frequent. The Boston Massacre, as the bloody emeute on King Street, March 2, 1770, between soldiers and citizens had come to be called, was a fiercer and more sanguinary onslaught than that on Golden Hill in New York City a few weeks before. Samuel Adams and others of the patriots had practically dropped the idea of loyalty to the crown which denied the colony its liberties, although Adams still, in his speeches, spoke of the ministers rather than the king, and had devised a plan of a committee of correspond-

ence to arouse and consolidate the patriots of the various colonies. In the spring of 1773, young Dabney Carr rose in the House of Burgesses in Virginia and argued in favor of the appointment of committees of correspondence, such as had been established in New England, for the preservation of their rights and liberties and providing to systematize the plan by the designation of councils in each State, who should meet at some central place with the others, to unify their plans; and the Virginia house appointed a committee charged with the duty "to watch Britain, and communicate with the other colonies." Lord Dunmore dissolved the house, but the committee had been appointed and the New England assemblies appointed similar committees. New York could not now do so, as the Assembly had already been prorogued.

RHINELANDER'S SUGAR HOUSE, 1763
Used as a Prison during the Revolution

CHAPTER TWENTY-FIVE

TEA AND THE TROUBLE IT BREWED BOSTON CLOSED AND THE REVOLUTION OPENED CONTINENTAL AND PROVINCIAL CONGRESSES

The granting of a charter to the East India Company, authorizing it to export tea, duty free, to America, and to sell it through commissioners of its own appointment, in Philadelphia, New York, Boston and other American ports, was the signal for a revival of the resentments which had been before aroused by the Stamp Act, for, as will be remembered, the second or modified nonimportation agreement of the merchants had been singly and specifically directed against tea. The company was thus endeavoring to accomplish through its own commissioners what it could not compass through the regular trade. A series of letters, headed "Alarm," and signed "Hampden," as well as other articles, directed against the proposed shipment, with warnings to East India commissioners that they were on a par with stampmasters and would not be tolerated by the freemen of America, appeared in Holt's Journal.

A notable circular was issued, November 29, 1773, in handbill form, announcing the formation of an association known as the Sons of Liberty of New York, asking signatures promising faithful compliance with certain resolutions declaring that all who aided or abetted in the introduction of tea into the colony; or in the landing or carting of tea from any ship or vessel; or should hire any premises for the storage of tea; or contribute to the sale or purchase of tea—while that commodity should be subject, by a British act of Parliament, to the payment of a duty for the purpose of raising a revenue in America—should be deemed enemies to the liberties of America, without reference to whether the duties should be paid in Great Britain or America. And the resolutions further declared that whoever should transgress these resolutions the signer would not deal with or employ, or have any connection with. On the reverse side of the circular was an appeal from the "Friends of Liberty and Trade" (the more conservative organization) inviting signatures to the agreement of the association, and advising harmony and a union of all classes, in a quiet but determined resistance.

The document was signed by people of all ranks and stations, and a meeting called for December 17th, at the City Hall, was largely attended in spite of a blustering storm. Previous to this the merchants, Henry White (member of the Council), Abraham Lott and Mr. Benjamin, who had received commissions from the East India Company for the sale of tea in

the colony, had been waited on by a committee, and had decided to resign their commissions and decline to receive or sell the tea. At the City Hall meeting John Lamb presented communications from the committees of correspondence of Boston and Philadelphia declaring the determination of those communities to prevent the landing of the tea, and as New York as yet had no similar committee of its Assembly, one of fifteen members was chosen on the spot and named the New York Committee. Mayor Hicks, accompanied by the recorder, entered the meeting and announced a message from the governor in regard to what should be done with the tea when it should arrive (the commissioners having resigned). It read: "The governor declares that the Tea will be put in the fort at noonday; and engages his honour that it shall continue there until the Council shall advise it to be delivered out, or till the king's order or the proprietor's order is known; and then the Tea will be delivered out at noon-day." The mayor thereupon asked the meeting if such an arrangement would be satisfactory, and was answered with loud cries of "No!" John Lamb then read the act of Parliament, which provided that the duties should be paid upon landing, and then asked if those present believed, under this circumstance, that the tea should be landed, and received a vociferous and almost unanimous negative answer. Then, after passing a resolution approving the stand taken by Boston and Philadelphia, the meeting adjourned to convene again on the arrival of the tea ship.

A report reached New York the same day that the tea ship for the port of Charleston, South Carolina, had arrived, but had not been permitted by the citizens to land its cargo. This turned out to be an erroneous statement. The tea was, in fact landed, but was stored in damp cellars where it was guarded and was allowed to rot, so that it was never marketed. On the night of the same day as the Anti-Tea Meeting in New York, the "Boston Tea Party," which was the most thrilling episode of the entire tea agitation, occurred. The Philadelphia tea ship "Polly" arrived on Christmas Day, but was returned to England with its cargo the following day. It was several months later before the New York tea ship arrived.

On the night of December 29, 1773, an accidental fire destroyed the Province House in the fort, and it burned so rapidly that in two hours it was entirely consumed. The inmates had difficulty in escaping, the governor and his wife making their exit from a door leading to the ramparts. Miss Tryon, jumping from the second-story window, fortunately landed in a deep snowbank and was unhurt, but a maidservant perished in the flames. Practically all the personal effects of the governor and his wife were consumed, but the great seal of the province was found in the ruins, two days later, uninjured. If the fire had occurred in dry weather it would

doubtless have destroyed many more houses, but as it occurred just after a heavy snowstorm, when every roof was covered thick with snow, it was confined to the Province House.

The General Assembly met January 6, 1774. Judge Livingston, who had again been returned for Livingston Manor, was again refused admission, and on a new poll Peter R. Livingston was elected and admitted to

DEPARTURE OF THE "POLLY"

a seat. The governor's address had chiefly to do with the boundary lines between the province and Quebec, Massachusetts and New Hampshire, and said that he had been ordered to England in connection with the New Hampshire grants. He also called attention of the Assembly to the fire which destroyed the Province House. Besides the usual expense and supply bills the Assembly voted £5000 as an allowance to the governor for his losses in the fire. It would have been lost by a tie vote if the speaker, John Cruger, had not given the casting vote for the bill. A bill was also passed providing for the raising of £12,000 by lottery or lotteries, toward building a province house and secretary's office, but it was never built.

Governor Tryon prorogued the Assembly, on March 19th, and sailed for England in the Mercury packet, on April 7, 1774.

The departure of Governor Tryon called back Lieutenant Governor Colden from his country house at Flushing to take up again, in his eighty-sixth year, the reins of provincial government. Before Governor Tryon's departure news had arrived, on March 10th, from St. Eustatius via Philadelphia, to the effect that the ship Nancy, Captain Lockyer, having been blown off the coast by contrary winds, had put into Antigua. So the vigilance of the Sons of Liberty committee was redoubled, and was rewarded, on April 18th, by news that the vessel was in the outer harbor. The pilot did not deem it safe to take the vessel into the harbor, but the committee of the Sons of Liberty called on the captain and advised him that he could safely come up on condition that he should not enter his vessel at the Custom House. Coming ashore he was received with kindness, visiting his consignees, who refused to receive his cargo. He made his arrangements to leave without unloading, and a handbill invited the citizens to see him off, on May 29th, stating that the bells would be rung half an hour before he should leave Murray's wharf. By private advices the Sons of Liberty were led to watch also for the ship London, Captain Chambers. When the vessel arrived at the Hook, the captain denied to the pilot that he had any tea on board, but the Sons of Liberty, then a power not to be despised, called the captain and the owner before them, and the captain admitted that he had eighteen cases of tea on board, of which he was sole owner. A deputation from the Sons of Liberty visited the ship in the evening, broke open the cases and emptied their contents into the river. The next day Captain Lockyer was escorted from the Coffee House to the end of Murray's Wharf, followed by cheering crowds, and put upon the pilot boat. The committee of observation at Sandy Hook reported that the Nancy had departed not only with the tea, Captain Lockyer and her crew, but also with Captain Chambers, who had thus put himself at a safe distance from punishment at the hands of unfriendly citizens. All these proceedings about the tea went on without the lieutenant governor knowing anything about them until they were all over.

News which came from England told of the reception there of the news of the Boston Tea Party, of the intense excitement in London, and the passage through both houses of Parliament of the Boston Port Bill, which provided for the closing of the port of Boston, on June 1st, to all commerce, to remain closed during the king's pleasure, and in addition, for the indemnification of the East India Company for the loss of its tea, the value being placed at about £8000. This news came by the ship Samson, from London, which arrived May 12, 1774. By the same ship also came

advices that General Gage had been appointed civil governor of Massachusetts; that four more regiments of soldiers were embarked, and that a considerable fleet had been ordered into American waters.

A meeting of merchants was called to meet at Fraunces' Tavern, on Monday, May 16th, and when they gathered it was found that the tavern did not afford sufficient room, so removal was made to the Exchange Building, just opposite. Isaac Low was chosen chairman of the meeting, and it was proposed to elect a committee of correspondence. Isaac Sears, for the Sons of Liberty, offered a list of twenty-five; but the merchants offered a list of fifty. There was a close contest, but the merchants won. On both lists the names were for the most part those of merchants, and when they were compared it was found that not more than two of the Sons of Liberty ticket were omitted from the larger list. The meeting adjourned to meet on Thursday, the 19th, at the Merchants' Coffee House. At that meeting the name of Francis Lewis was added to the committee, which thus took its name of Committee of Fifty-one. Meanwhile Paul Revere, postrider for the Boston Committee, had brought in news of a meeting held at Faneuil Hall, in Boston, on the 13th, at which resolutions were passed urging the colonies to stop all importations from and exportations to Great Britain and the West Indies until the Boston Port Bill should be repealed.

The proceedings of the committee are preserved in the New York Historical Society collections, and it will be interesting to transcribe the names of the members, many of whom became distinguished in the subsequent history of the city, and most of them representative of families still prominent in New York. They were John Alsop, William Bayard, Theophylact Bache, Peter V. B. Livingston, Philip Livingston, Isaac Sears, David Johnston, Charles McEvers, Charles Nicoll, Alexander McDougall, Captain Thomas Randall, John Moore, Isaac Low, Leonard Lispenard, Jacobus van Zandt, James Duane, Edward Laight, Thomas Pearsall, Elias Desbrosses, William Walton, Richard Yates, John DeLancey, Miles Sherbrooke, John Thurman, John Broome, John Jay, Benjamin Booth, Joseph Hallett, Charles Shaw, Alexander Wallace, James Jauncey, Gabriel W. Ludlow, Nicholas Hoffman, Abraham Walton, Gerardus Duyckinck, Peter van Schaack, Henry Remsen, Hamilton Young, George Bowne, Peter T. Curtenius, Peter Goelet, Abraham Brasher, Abraham P. Lott, David van Horne, Gerardus W. Beekman, Abraham Duryee, Joseph Ball, William McAdam, Richard Sharpe, Thomas Marston, Francis Lewis. The committee organized with Isaac Low as chairman and John Alsop, deputy chairman. The committee at once broached the proposal for a congress, with delegates chosen from each colony, and in answer to the circular of the

Boston meeting, urging complete nonintercourse with Britain, preferred to leave that and all intercolonial matters to the Congress when convened. On June 17th, the Massachusetts Assembly appointed five delegates to meet the delegates of other colonies at Philadelphia, September 1st, and for this action General Gage dissolved the Assembly.

On receipt of the news, the Committee of Correspondence decided that as the New York Assembly was not in session they would choose five to go as delegates to Philadelphia, being the same number as were selected at Boston. Several nominations were made, and five selected: Philip Livingston, John Alsop, Isaac Low, James Duane, and John Jay, three merchants and the two last lawyers. The selection not being unanimous, and several being dissatisfied, it was ordered that a call be issued to the inhabitants to meet at the City Hall at noon on Wednesday, July 7th, to concur in these nominations, or choose others. On the 5th, another call was issued for a meeting in the Fields on the following day, and a great gathering appeared. Alexander McDougall was called to the chair, and resolutions were adopted recommending nonintercourse with Great Britain, and instructing the deputies to the Congress to agree for the city upon a nonimportation agreement; a subscription voted in aid of the suffering inhabitants of Boston, and the City Committee of Correspondence directed to carry out this resolution.

The committee objected to this attempt to instruct delegates before they were chosen, and the clash of views led to the withdrawal of Messrs. Lewis, Hallett, McDougall, Peter V. Livingston, Isaac Sears, Thomas Randall, Abraham P. Lott, Leonard Lispenard, John Broome, Abraham Brasher and Jacobus van Zandt, from the Committee of Fifty-one. The meeting at the City Hall was not harmonious, and handbills were circulated which tended to increase the d ssension, one signed "Son of Liberty," deprecating discord between the merchants and the mechanic class. Sensibly the Committee of Correspondence made overtures to the Mechanics' Association for a joint meeting, and it was arranged that a regular election at the usual polling places be held for delegates, with the result that on the 28th there was a unanimous vote for the five delegates.

The Congress met in Philadelphia, September 5th, put forth a Declaration of Rights, and passed a Nonexportation Act to take effect September 15th, and a Nonimportation Act to be in force after December 1st, following. They recommended the election of a committee in every city, county and town of each of the colonies, and ordered the election of delegates to meet May 14, 1775. The idea of union was now in full possession. After the Congress, the Committee of Correspondence, after a conference with the Mechanics, ordered a poll to be held in the City Hall, on November 22d, for the election of sixty persons as a Committee of Observation.

The election was unanimous in its choice, and the list of its members is about half made up of members of the original Committee of Fifty-one, and the other half of new names, including, among others, two Roosevelts (Isaac and Nicholas) and Lindley Murray, the famous grammarian. This committee in New York, and similar ones in all the colonies, took up their duties with zeal, the Nonimportation Act was rigidly enforced.

On January 10, 1775, the General Assembly met at the call of Lieutenant Governor Colden, at whose suggestion it adopted a petition to the king, setting forth their rights and grievances, disclaiming any desire for independence of the British Parliament; and also adopted an address to the Lords and Commons, in which they declared that the people of the colonies were entitled to equal rights and privileges with their fellow subjects in Great Britain. The Assembly was conservative but patriotic, and after attending to several matters of administration and making the routine appropriations, it adjourned April 8th. It was the last meeting of the colonial Assembly in New York.

The Committee of Observation called for a meeting of the freeholders and freemen of the city, at the Exchange, on March 6th. At nine o'clock of that day a union flag was hoisted on the liberty pole and a large number of the people marched thence to the Exchange, where they authorized the committee to nominate eleven delegates for the purpose of choosing delegates to the general congress. The delegates selected to represent the city and county of New York in the Provincial Congress were Philip Livingston, John Jay, James Duane, John Alsop, Isaac Low, Francis Lewis, Abraham Walton, Abraham Brasher, Alexander McDougall, Leonard Lispenard, and Isaac Roosevelt. They were elected by a large majority at the poll, on March 15th, and on April 20th they met in Provincial Congress, of which Philip Livingston was chosen president. The next day they chose Philip Livingston, James Duane, John Alsop, John Jay, Francis Lewis, Simon Boerum, William Floyd, Henry Wisner, Philip Schuyler, George Clinton, Lewis Morris and Robert Livingston, Jr. (the first five from the city and county of New York), to represent the colony in the Continental Congress.

A travel-stained horseman, being one of the regular express of the committee at Boston, dashed into town at noon on Sunday with news of the Battle of Lexington, and handed to Isaac Low, chairman of the Committee of Observation, a dispatch announcing the fact. After he had countersigned it and passed it on for transmission to Philadelphia, he spread the news. The excitement was intense, and the patriots were fired with the desire to prepare for a struggle which was now inevitable. Isaac Low, on April 26th, issued on behalf of the committee, a call for the election by the freeholders and freemen, of a new Committee of One Hundred, to take charge of affairs in the present emergency, polls to be held on the 28th, at the usual places of election in each

ward, and also recommending at the same time that a Provincial Congress should be immediately summoned and that twenty delegates to represent the city and county should be elected at the same time. The election was held, the recommendations adopted and the General Committee of One Hundred was chosen, including the leading patriots, as follows:

Isaac Low
Philip Livingston
James Duane
John Alsop
John Jay
P. V. B. Livingston
Isaac Sears
David Johnson
Alexander McDougall
Thomas Randall
Leonard Lispenard
William Walton
John Broome
Joseph Hallett
Gabriel H. Ludlow
Nicholas Hoffman
Abraham Walton
Peter William Schaack
Henry Remsen
Peter T. Curtenius
Abraham Bragster
Abraham P. Lott
Abraham Duryee
Joseph Ball
Francis Lewis
Joseph Totten
Thomas Ivers
Hercules Mulligan
John Anthony
Francis Buffer
Victor Bicker
John B. Moore
Rudolphus Ritzema
Lindley Murray
Lancaster Burling
John Lasher
George Janeway
James Beekman
Samuel Verplanck
Richard Yates
David Clarkson
Thomas Smith
James Desbrosses
Augustus van Horne
Garret Keteltas
Eleazar Miller
Benjamin Kissam
John Morin Scott
Cornelius Clopper
John Reade
John van Cortlandt
Jacobus van Zandt
Gerardus Duyckinck
Peter Goelet
John Marston
Thomas Marston
John Morton
George Folliot
Jacobus Lefferts
Richard Sharp
Hamilton Young
Abraham Brinckerhoff
Theophilus Anthony
William Goforth
William Denning
Isaac Roosevelt
Jacob van Voorhees
Jeremiah Platt
Comfort Sands
Robert Benson
William W. Gilbert
John Berrien
Gabriel W. Ludlow
Nicholas Roosevelt
Edwin Fleming
Lawrence Embell
Samuel Jones
John DeLancey
Frederick Jay
William W. Ludlow
John White
Walter Franklin
David Beekman
William Seton
Evert Banker
Robert Ray
Nicholas Bogert
William Laight
Samuel Broome
John Lamb
Daniel Phoenix
Anthony van Dam
Daniel Dunscomb
John Imlay
Oliver Templeton
Lewis Pintard
Cornelius P. Low
Thomas Buchanan
Petrus Byvanck
Benjamin Helme

The names of the twenty-one deputies chosen for the city and county of New York, to meet deputies of other counties in Provincial Congress, were: Leonard Lispenard, Isaac Low, Abraham Walton, Isaac Roosevelt, Abraham Brasher, Alexander McDougall, Samuel Verplanck, David Clarkson, George Folliot, Joseph Hallett, John van Cortlandt, P. V. B. Livingston, James Beekman, John Morin Scott, Thomas Smith, Benjamin Kissam, Richard Yates, John Marston, Walter Franklin, Jacobus van Zandt and John DeLancey.

These met on the day designated, May 22, 1775, and began to legislate in a provisional way, independent of king or royal governor. The Revolution had become an active force in New York City.

CHAPTER TWENTY-SIX

THE REVOLUTION IN NEW YORK
CONTINENTAL CAMP IN THE CITY—MOVEMENTS OF TWO ARMIES IN AND AROUND THE CITY

On Sunday, June 25, 1775, there were two important arrivals in the City of New York. One was Governor Tryon, who had been sent back to his province by Lord Dartmouth, and arrived to find it largely controlled by an independent government. The other was General George Washington, who, on June 15, 1775, had been appointed by the Continental Congress, sitting at Philadelphia, to be "General and Commander in Chief of the United Colonies and of all the forces now raised or to be raised by them," and who, on the day of Governor Tryon's return, passed through the city on his way to the camp at Cambridge, Massachusetts.

Colden, for the last time, surrendered the reins of what little authority was now left, to his superior officer. During Tryon's fourteen months' absence, he had been passive, presenting no noticeable obstruction to the course of the patriot leaders. He had known nothing about the measures taken to prevent the landing of tea until the forces of resistance had triumphed, and political power and executive authority had slipped from his hands almost without his knowledge. Evidently the government of New York, as a royal colony was, at that period, no job for a man of eighty-seven years. So with the return of Governor Tryon, he retired finally to his home at Flushing, where he died, September 21, 1776. He was a man of much ability and considerable learning, a Scotchman, and tenacious of his views and opinions, and therefore in the five separate interregnums during which he filled the gubernatorial office he was in conflict with the radical element of the patriot party. The periods of his rule began in August, 1760, when he was president of the Council, and seventy-two years of age. He was commissioned lieutenant governor, March 20, 1761, and filled the office until his death, acting as governor for periods aggregating a total of six years and five months. He was one of the most distinguished scholars of his century in America, devoted much attention to the study of the sciences, and especially of botany, and was the first to introduce the Linnæan system of classification in America. He published a History of the Five Indian Nations of Canada (1727), a work of great value, and a less important work on The Principles of Action in Matter (1752).

When the Committee of One Hundred was formed, after the news of the Battle of Lexington was received in New York, one of the first resolutions it adopted was to recommend that "every inhabitant perfect himself

in Military Discipline and provide himself with Arms, Accoutrements and Ammunition as by law directed." The existing militia organizations were promptly filled up, and several new ones formed. A party of citizens went to the City Hall, where there were about five hundred muskets, provincial property, and removed them to a safer place. Congress, through the New York delegates, addressed the people of the colony, advising them, in view of the expected arrival of British troops, to act on the defensive as long as possible, to permit the troops to remain in their barracks as long as they behave peaceably and quietly, but not to suffer them to erect fortifications or cut off communications between town and country. On the other hand,

OLD VIEW OF JAMAICA VILLAGE, LONG ISLAND

if the troops should commit hostilities, or invade private property, the inhabitants were advised to defend themselves and their belongings, and repel force for force. It was also advised that the warlike stores should be removed from the City of New York; that a place be provided as a retreat for the women and children in case one should be needed, and that sufficient men be enlisted and kept in constant readiness for home protection.

On May 26, 1775, H.M.S. Asia, sixty-four guns, under command of Captain George Vandeput, arrived off the Battery, with orders that the Royal Irish Regiment, which was at the Upper Barracks, should go on board, and arrangements were also made with the civil authorities for the removal of the regimental laundresses, with their belongings, to Governor's Island. The departure of this regiment, on June 4th, to the place of embarkation, was the occasion of one of the most daring of the deeds of the Revolution. The regiment was carrying with it not only the armament for its men, but also a considerable number of spare guns, which they had loaded on carts. The order to permit the British to retire with their arms and accoutrements was not much relished by some of the more

radical of the patriots, and one of these, Marinus Willett, deemed it his duty to take a hand in regulating matters. So, as the procession, coming down Broad Street, reached the corner of Beaver Street, he ran into the road and stopped the horse that was drawing the front cartload of arms, thus halting the march. Major Hamilton, commanding the regiment, came forward to discover the cause of the halt, and Willett told him that he had halted the column to prevent the spare arms from being carried off, as the authorization of the committee covered no arms except those the soldiers carried on their backs. At this juncture David Matthews, a Tory alderman, who, a year later became mayor of New York by British appointment, stepped up and defended the right of the troops to carry the extra arms with them, but Willett held his ground. He was rather staggered when Gouverneur Morris, of whose patriotic standing there was no question, sided with Matthews as to the authority of the troops to move the guns. Just then John Morin Scott, who besides being one of the most influential members of the Committee of One Hundred, was one of the leading lawyers of New York, came on the scene and backed up Willett's argument. Thereupon Willett turned the front cart to the right, ordering the cartman to drive up Beaver Street, and the others to follow. Willett jumped on a cart and addressed the soldiers, saying, that "if it was their desire to repeat the bloody business going on in Boston, that the people of New York were ready to meet them; but if they felt a repugnance to the unnatural work of shedding the blood of their countrymen, and would recover their arms and march forward they should be protected." Just then one of the soldiers at the front shouldered his musket and began to march, followed by his comrades and the cheers of a great throng of citizens who had gathered during the preliminary altercation. The five carts, loaded with chests of arms, went out of Beaver Street, up Broadway to a large yard, where the arms were deposited, to afterward form part of the equipment of the first New York troops raised under the orders of the Continental Congress. This audacious exploit is commemorated by a bronze tablet on the wall of the building at the northwest corner of Broad and Beaver Streets, the scene of its enactment. Marinus Willett, who was a native of Jamaica, L. I., born July 31, 1740, was a lienteuant in DeLancey's regiment, serving under General Abercrombie in the French and Indian War, in 1758. He became an ardent member of the Sons of Liberty, captain in the first Revolutionary regiment organized in New York, was promoted lieutenant colonel in 1777, and colonel in 1779; distinguished himself at Fort Stanwix, and continued actively in the field during the Revolution, making the last attack of the war, on the British at Oswego, in February, 1783. He was appointed by President Washington, in 1792, commissioner to treat with the Creek

Indians. He was a member of the New York Assembly, 1783-1784; sheriff of New York, 1784-1792, and mayor of New York, 1807-1808. He was actively engaged in the War of 1812, and died August 22, 1830.

When Governor Tryon took the seals of office from Cadwallader Colden, in June, 1775, he took with their possession about all there was to remind him that he was governor. The chief activity was the organization of troops. The counties of New York, Albany, Ulster and Dutchess each furnished a regiment on the first call of the Continental Congress for the organization of "The American Continental Army." The First (or New York City) Regiment was organized with Alexander McDougall, colonel; Rudolphus Ritzema, lieutenant colonel; and Herman Zedwitz, major. John Lamb was made captain of the company of artillery. These officers were commissioned June 28, 1775, three days after Tryon's return.

Lamb's Artillery Company caused the first interchange of hostile shots. Under orders from the Provincial Congress the company, supporting a considerable party of citizens, went, about eleven o'clock on the night of August 23d, to the Battery to remove the guns that were mounted there; and while they were engaged in the work, one of the Asia's boats coming near enough to discover what was being done, fired a musket as a signal to apprise the Asia of the activity of the Americans, and Lamb's men replied with a sharp volley from their muskets. Soon after, the firing of ordnance from the ship began, and nine, eighteen and twenty-four pound shot began to fly shoreward, as well as musket balls fired by the marines. Some of the houses on Whitehall Street, near the fort, were damaged in their upper stories, and three men were wounded. But all the pieces of cannon that were mounted on carriages were secured by the party, who carried off twenty-one guns. One of the Asia's misdirected shots went through the roof of the famous and historical tavern of Samuel Fraunces, who, because of the dark tint he had acquired through his French West Indian blood, was popularly known as "Black Sam." Freneau, the most notable of the American patriot poets of the period, commemorates this casualty in a satirical poem, including the following quatrain:

> Scarce a broadside was ended 'till another began again.
> By Jove! It was nothing but fire away Flanagan!
> Some thought him saluting his Sallys and Nancys
> 'Till he drove a round-shot thro' the roof of Sam Francis.

Captain Vandeput, of the Asia, calling upon Mayor Hicks the following day, protested against the action of the Continentals in carrying off the guns, with significant threats to become effective in the event of future demonstrations of the kind.

The most difficult problems of the Provincial Congress were occasioned by the excessive zeal of the more radical patriots, some of whom perpetrated acts of lawlessness directed against citizens of Tory politics, which the Committee of Safety were unable to prevent. Large numbers of loyalists left the city, and many of those whose sympathies were with the Revolution also left New York with their families for places less exposed to the possibilities of active warfare. On October 13th, Governor Tryon sent word to Mayor Hicks that he had been advised that the Continental Congress had recommended that the Provincial Congress "should seize the officers of this government, and particularly myself by name," saying that such an attempt would meet with stubborn resistance from the king's forces. He also declared his wish to go

SOUTHWEST VIEW OF NEW YORK FROM BEDLOE'S ISLAND

on board the Asia with his wife and family and his private effects, and would like the local authorities to protect him from interference in carrying out this resolution. In answer, he received, through the mayor, a communication from the Committee of One Hundred, declaring that the report of which he spoke was unfounded, and expressing in most polite terms a hope that His Excellency would continue his residence among a people who had "the most grateful sense of his upright and disinterested administration." To this missive the governor made an equally courteous rejoinder, but removed to the Asia with all possible despatch.

Isaac Sears, who was himself a member of the Committee of Safety, committed one of the most flagrant violations of its rules by heading a company of armed Connecticut horsemen, and with them at noon rode up to the printing office of James Rivington, editor and publisher of the New York Gazetteer, which they entered and, after breaking up the presses, carried off all the type to New Haven. The same party had, the day before, arrested three of the

leading citizens of Westchester for pernicious political activity on the royal side. Although the horsemen received an uproarious ovation when they returned to Connecticut, their conduct was condemned by the Committee of Safety, which endeavored to get the Provincial Congress to act in the matter. The Congress addressed the governor of Connecticut in regard to the matter, asking that the stolen property should be restored to its owner, and Rivington addressed the Continental Congress asking for protection, but nothing was done about the matter, the public mind being occupied with more important matters.

Washington learned early in January, 1776, of the proposed departure of Sir Henry Clinton from Boston with an expedition which he believed was intended to bring about a British occupation of New York. He therefore ordered General Charles Lee to assemble a volunteer army quickly and march to New York, to put the city in the best possible condition of defense. There was much opposition to the military occupation of the city, and deputations waited upon General Lee to convey them. The people of New York were more hopeful of a compromise with the British government than were those of New England, and while the number who justified Britain's arbitrary legislation which had brought on the Revolution was confined to only a few of the more aristocratic class, there were many, even among the Whigs, who were at heart only reformers and not revolutionists, and whose highest hopes went no further than a substitution of the Assembly for the Parliament as a taxing body, with, perhaps, a representation of the colonies in the British Parliament. Those who favored immediate independence were probably in a minority. There was a general dread of military occupation, and when General Lee entered the city there was great alarm among the inhabitants, and a large requisition for carts and boats to remove families from the city. Lee came in with fifteen hundred Connecticut troops on Sunday, February 4th, the same day that brought General Sir Henry Clinton to Sandy Hook with the British contingent. Sir Henry came up to the harbor to consult with Governor Tryon and to look over the situation, and he expressed great surprise when he was not allowed to land. He declared that he could not understand why there was so much alarm on his account; that the place was his boyhood home, to which he was much attached (he was son of Admiral George Clinton, who had been governor of New York from 1743 to 1753), and he sent for Mayor Hicks and asked him to assure the people that he had only come on a visit.

Lee busied himself with defenses, throwing up barricades and bordering the island with earthworks on which he mounted more than a hundred guns. He chopped into some prized timber preserves for material and temporarily spoiled the beauty of several garden spots, and he was impatient of complaints, showing it by military bluntness of speech. Congress voted eight

thousand men for the defense of the city, on March 14th, and requested the governors of New Jersey to have their militia ready to march to New York on short notice. Tories were still leaving the city as fast as they could, and had set up some temporary buildings on Bedloe's Island as a first way station, but the Continental troops burned the buildings, carried off the tools which were being used for making intrenchments, and also carried away stores of clothing and an abundance of poultry.

FRANKLIN HOUSE, 1760

184 Pearl Street, Franklin Square. Residence of Washington when inaugurated, 1789

General Israel Putnam was sent to supersede General Lee on April 4th, and continued the preparations, fortified Red Hook and Governor's Island and protected the heights of Long Island opposite the city by a chain of redoubts, from Gowanus north to Wallabout Bay. Three companies of the rifle battalion were sent to Staten Island to act as a corps of observation, and in the early part of April had a sharp skirmish with boats' crews coming ashore for water, in which two or three British seamen were killed and a dozen captured. The Asia went out through the Narrows, to be ready to welcome the expected fleet. General Washington arrived in New York, April 14th, from Cam-

bridge, inspecting, on the way, the brigades of Greene and Spencer, who were making a slow march to New York because of the bad condition of the roads. When he arrived he inspected all the preparations that had been made, and added some practical suggestions.

More than by the military preparations, Washington was tried by civic obstruction. The enemy drawing near was composed of perfectly trained troops. His own forces were chiefly made up of untrained and untried farmers and working people unaccustomed to arms. Around him in the city were friends and foes, the latter including several thousands of citizens whose sympathies were in favor of British rule, and neutrals, who taking no sides, were much incensed at the order which prevented them from trade and correspondence with the Asia in the harbor. The Committee of Safety showed great reluctance about turning over the city to military rule, and Washington replied to their objections in a letter characteristic of that great man, declaring his great desire to go hand in hand with the civil authority, and the reluctance and pain which it caused him when his manifest duty compelled him to encounter the local convenience of individuals or even of a whole colony, but that in the present important contest it was necessary to prefer the least of two evils, and he added: "In the weak and defenseless state in which this city was some time ago, political prudence might justify the correspondence that subsisted between the country and the enemy's ships of war; but as the largest part of the Continental troops is here, as strong works are erected and erecting for the defense of the city and harbor, these motives no longer exist, but are absorbed in others of a more important nature." After further remarks pertinent to the subject, he concludes: "In effecting the salutary purposes above mentioned I could wish for the concurrence of your honorable body. It certainly adds great weight to the measures adopted when the civil authority coöperates with the military to carry them into execution."

Washington, after Howe's evacuation of Boston, had sent General Thomas to Canada to head off an attack from that section, but the troops under that command had been driven back and were now in a fever-laden camp on Lake Champlain, and large detachments had to be sent to reinforce that army. The political situation was becoming tense. Congress contained many who were disheartened by the defeats which had thus far been registered by the patriot army. As a whole, it was determined to uphold the popular cause, but as to policies was much divided, and lacking in harmony. The Virginia Convention had passed a resolution favoring independence, and later resolutions were passed in North Carolina, Massachusetts, Virginia, Connecticut and New Hampshire, in order, instructing their delegates to concur with other colonies in declaring independence.

The plan of the British began to develop. Howe was to attack New York, ascend the Hudson and meet an army from Canada, thus cutting the provinces in two, while Clinton should occupy the southern seaports, driving the Americans back to the interior. Great Britain had made arrangements for an auxiliary force of mercenary troops from Germany, whose participation made the name "Hessian" an opprobrious one for many years after in America.

While making preparations to meet the enemy, whose approach was now certain, Washington found it necessary to deal with a conspiracy at his door. Tryon, on the Asia, had found means, with the aid of some loyalists who remained in the city, to corrupt with bribes some of those who had access to the American headquarters. A vagrant, who had been imprisoned for some minor offense, gave the first clew which led to the arrest of David Matthews, who, in the summer before, had taken the Tory side in the altercation with Marinus Willett about the guns at Broad and Beaver Streets, as well as several other citizens, including a gunsmith, and private Thomas Hickey, who was a member of General Washington's bodyguard. The charge was a conspiracy to capture or assassinate Washington and his principal generals, to blow up the magazines and to spike the guns. The investigation which followed showed transactions in small arms and ammunition between Matthews and others on one side, and Governor Tryon on the other, but they were let go; but as the guilt of Hickey was clearly proved, he was convicted "of mutiny and sedition and of holding treacherous correspondence with his country's enemies," and sentenced to death. He was hanged June 28th, in the presence of a large concourse of citizens, and of the troops.

The first sail of the British fleet came within sight of Sandy Hook on June 29, 1776, and was followed by the others until, on July 2d, there were 130 vessels in the upper and lower bays—the greatest fleet that had ever been seen in America. General Howe, who arrived July 1st, on the Greyhound, was visited by Governor Tryon, from whom he received a full and detailed account of the preparations made by Washington. The British troops landed and made camp on Staten Island, the American riflemen having before that been withdrawn.

On June 7th, Richard Henry Lee had risen in the Continental Congress and read: "Resolved, That these United Colonies are and ought to be free and independent States, and that all political connection between us and the State of Great Britain is and ought to be dissolved." John Adams, in a glowing and impassioned speech, had seconded the motion. It was not immediately adopted, although it evidently expressed the views of the majority of the membership. Some States had already expressed them-

selves as favorable to independence, but others (as New York) were deliberating, and therefore they favored a postponement. One recommendation of the Continental Congress was, that the respective colonies should each take up a form of government for themselves. Therefore the Provincial Congress had, on motion of Gouverneur Morris, called a convention to meet June 19th, when delegates were elected for a new provincial body, to meet July 9th, at White Plains, which became the temporary capital.

The Declaration of Independence, adopted at Philadelphia, July 4th, was published to the troops in the city on their several parades, in obedience to Washington's order, which ended with an appeal to every soldier to act with fidelity and courage, "as knowing that now the peace and safety of his country depends (under God) solely on the success of our arms, and that he is now in the service of a State possessed of sufficient power to reward his merit and advance him to the highest honors of a free country." The troops and patriotic citizens were greatly elated by the news, but there were no salutes or other exercises wasteful of powder. At night, however, the statue of George III was overturned from its pedestal and carried away. The statue, which was of lead heavily gilded, was afterward, for the greater part, melted into bullets for the use of the Connecticut troops. The destruction of the statue called forth a rebuke from headquarters, but its terms were not very scathing.

The same day, at White Plains, the newly elected body met, adopted the name of "The Convention of the Representatives of the State of New York," and adopted the Declaration of Independence, which was publicly read to an assemblage of the people of White Plains. In New York the Committee of Safety proclaimed a meeting, which was held July 18th, in the City Hall, to a great gathering, who, after the reading had been completed, tore down the royal coat of arms which had held place over the seat of justice in the courthouse, and burned it amid the plaudits of thousands of spectators, and the picture of George III, in the Council Chamber, was treated in a similar manner; another British arms, wrought in stone, in front of the City Hall, was also thrown down and broken to pieces. The same day the British arms from all the churches were ordered to be removed and destroyed, and wherever that insignia of royalty appeared, including several signs on taverns, it was destroyed.

In relation to the taking down of the king's arms, it will be of interest to quote from a letter of Rev. Charles Inglis, then rector of Trinity and its subsidiary churches, addressed to Rev. Dr. Hind: "In the beginning of July, independency was declared * * * I thought it was proper to consult such of the vestry as were in town, and others of the congregation * * * and I must do them the justice to say, that they were all

unanimous for shutting up the churches; and chose rather to submit to that temporary inconvenience, than, by omitting the prayers for the king, give that mark of disaffection for their sovereign. To have prayed for him had been rash to the last degree—the inevitable consequence had been a demolition of the churches, and the destruction of all who frequented them. The whole rebel force was collected here, and the most violent partisans from all parts of the continent * * * All the king's arms, even those on the signs of taverns, were destroyed. The committee sent me a message, which I esteemed a favour and indulgence, to have the king's arms taken down in the church, or else the mob would do it, and might deface and injure the churches. I immediately complied. People were not at liberty to speak their sentiments, and even silence was construed as a mark of disaffection. Things being thus situated, I shut up the churches. Even this was attended with great hazard; for it was declaring, in the strongest manner, our disapprobation of independency, and that under the eye of Washington and his army." Lossing, in his Pictorial Field Book of the Revolution, says that "the arms in Trinity Church were carried to New Brunswick by Rev. Charles Inglis, D.D., at the close of the war, and now (1852) hang on the walls of a Protestant Episcopal Church in St. John."

The statement of Dr. Inglis, as to the political sentiments of the members of the Church of England, illustrates the fact that in the City of New York, at least, the political alignment and the denominational cleavage were in a large measure identical. That there were many of the patriot party who were also members of the Church of England is doubtless true, particularly in Virginia. George Washington was a member of that church. But in New York City the members of the Church of England were almost solidly of Tory politics, and those of the Presbyterian, Reformed Dutch, and other denominations were nearly all, but not quite so solidly, Whigs.

All the excitements in the city in connection with the formation of the new State government at White Plains, and the adoption of the Declaration of Independence at Philadelphia, went on with the enemy's great fleet in the harbor and the British Army preparing itself for battle in the camp on Staten Island. The Patriot Army enrolled at the several posts on New York, Long and Governor's Islands and Paulus Hook (Jersey City) aggregated 17,225, but because of not only the usual camp diseases, but also of an epidemic of smallpox, about 3700 were sick, and others were detailed on other duties until the effective fighting force was 10,514 men. Few of these were accustomed to warfare, and this was the force which General Washington had to oppose to the well-trained, seasoned and well-provisioned army of 33,000, including 13,000 Hessians, encamped on Staten Island.

Besides the regular troops, there were arriving militia of Connecticut and Long Island, of which twelve regiments of the former and two regiments of the latter came before the Battle of Long Island, but of the regular forces so many had joined on short enlistments that there were daily departures in considerable numbers. The army was in five divisions, under Generals Putnam, Heath, Spencer, Sullivan and Greene, in addition to the fourteen regiments of emergency militia and the artillery, under command of Colonel Knox. In Putnam's division were James Clinton's Brigade (four Massachusetts regiments), Scott's Brigade (four New York regiments), and Fellows' Brigade (four Massachusetts regiments). In Heath's Division were Mifflin's Brigade (two Pennsylvania, two Massachusetts and one Connecticut regiment) and George Clinton's Brigade (five New York Regiments). Spencer's Division included Parson's Brigade (four Connecticut and one Massachusetts regiments) and Wadsworth's Brigade (seven Connecticut regiments). Sullivan's Division had Stirling's Brigade (one Maryland, one Delaware and two Pennsylvania regiments) and McDougall's Brigade (two New York, one Connecticut, and one artificer regiments). General Greene's Division was made up of Nixon's Brigade (one Pennsylvania, one Rhode Island, and three Massachusetts regiments), and Heard's Brigade, composed of five New Jersey regiments.

Notable among the New York troops was the First Regiment, under Colonel Alexander McDougall, who had six years before been in jail for his too patriotic utterances; he was colonel of the regiment, organized in March, 1776, as successor to the other First Regiment which he had organized in June, 1775, but the term of which had expired after serving under Montgomery in Canada. John Lamb's company of artillery, with seventy men, had also gone to Canada, and had lost forty of its men in the hard campaign there. Captain Lamb was wounded and captured at Quebec, and the thirty survivors of his company returned to New York, in March, 1776. Its successor was a company known as the New York Provincial (later State) Company of Artillery, organized on call of the Provincial Congress in March, 1776, with Alexander Hamilton as captain; and which afterward became a part of the artillery regiment of Colonel Lamb, and served until the close of the war.

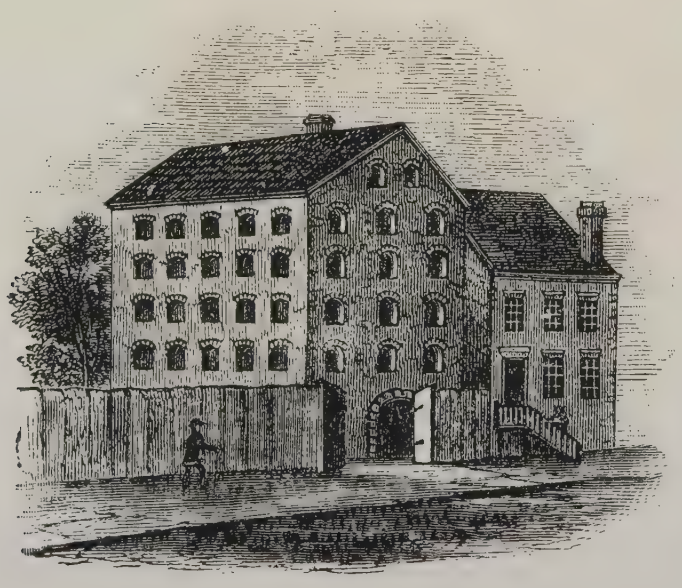
On July 12th, Lord Howe, admiral commander in chief of the naval forces on the American coast, arrived with more ships, in time to witness a military movement planned by his brother, General Sir William Howe, in conjunction with the fleet admiral. Its plan was to cut off the up-river communications of the American forces, to destroy two ships which were in course of construction at Poughkeepsie, and to encourage and organize the forces of loyalists, of whom it was reported that there were many in Westchester and beyond. For this purpose the Phœnix, forty guns, and the Rose, twenty guns,

made their way up North River under full canvas, accompanied by their tenders. They were shot at from every battery along the route, but were skillfully piloted, and though they fired broadsides from both starboard and port guns at both the New York and the New Jersey shores, they did little damage. American sharpshooters tried to pick off the sailors on the decks, but they had little chance, because the sailors were protected by sandbags piled up behind the bulwarks. Three Americans were killed by the bursting of a gun, and three more by the enemy's shots. The up-river designs of General Howe were frustrated by the activity and vigilance of the recently organized militia, under the command of General George Clinton.

Lord Howe, endeavoring to negotiate some kind of basis for peace, sent a message addressed to George Washington, Esq., but his messenger found no person of that rank to whom it could be delivered. Colonel Patterson, the next envoy, who paid more attention to diplomatic usage and proper courtesy, saw the general, and was informed that his propositions would be presented to the Congress as a matter of courtesy, but returned without the slightest intimation that peace could be now arranged upon any basis involving a recognition of George III, or any other monarch. The continuance of war was, therefore, inevitable, and the British decided on Long Island as the first point of attack. The American defenses on Long Island extended from the Wallabout Bay, across what is now the heart of Brooklyn, to Gowanus Marsh, and included three small forts and two redoubts, with field intrenchments and other fortifications. Without going into much detailed description of the movements, it may be briefly stated that on August 26th, General Washington went over from Manhattan to Long Island, where General Sullivan had been in charge, taking with him General Putnam, who was Sullivan's superior, and therefore was in general command of the succeeding battle. The British had brought an army of fifteen thousand men from Staten Island, landing its forces at Gravesend, on the 22d. Washington, after leaving orders as to the disposal of the forces preparatory to battle, returned to New York on the night of the 26th. At that time the troops on the American side on Long Island had been augmented to a total of seven thousand men, and the British force was augmented by five thousand Hessians under General De Heister.

The British plan of attack, as carried out, proved to be well devised, while the American preparation turned out to be weakest where strength was most needed. The British Army advanced by three routes against the American position, and the most important route, the Jamaica road, seems to have been least guarded, and it was precisely by this road that the British and Hessians advanced in greatest force. Parts of the American Army, under General William Alexander (Lord Stirling) and General Sullivan, stationed in advance of the principal American fortification, were defeated after a stren-

uous resistance in which Lord Stirling, in particular, showed stubborn fight against Cornwallis, in which the Marylanders especially distinguished themselves, but Generals De Heister and Grant bringing up reinforcements in overwhelming numbers, Lord Stirling was at last compelled to surrender with a few of his men to the Hessian commander. Sullivan had before that been captured with four hundred men. The British loss in killed, wounded and missing was about four hundred men, and on the American side about one thousand, of whom about eight hundred, with Lord Stirling and General Sullivan, were prisoners. Howe had captured part of the American position, and was in better shape for complete victory than before the battle. The next day was spent by both sides in repairing damages, and the Americans brought reinforcements that day and the next, so that by the evening of the 29th the Americans had an army of nine thousand men. During the two days the rain had fallen incessantly, but there had been a continued fusillade by the pickets, and the British were making intrenchments preparatory to another attack. Washington, reflecting on the superiority in numbers and position of the enemy, concluded that the success of the British was only a matter of a few hours, while the opportunity to retreat to New York would be much smaller if the wind should change, as the British vessels had been prevented by adverse winds from entering the East River. The proposition to retreat to New York was submitted by General Washington to a council of general officers that afternoon and unanimously approved. An order to the quartermaster's department to impress every kind of water craft from Hell Gate around the island to Spuyten Duyvil Creek and have them all in the east harbor by dark, was executed with wonderful celerity and secrecy. Even the regimental commanders did not know until night that a general retreat was contemplated, but through the night, by oar or sail, the entire American army had crossed the river, and the next morning the British were surprised to find themselves in full possession. It was a masterful retreat and



OLD SUGAR HOUSE IN LIBERTY STREET
The Prison of the Revolution

is so regarded by military historians, while they condemn in emphatic terms the lack of American generalship in the preceding battle.

After returning to New York, General Washington began to consider a further retreat. The American troops were disheartened, and the militia were demoralized, many companies, and even whole regiments, returning home. It was want of confidence in his troops that made Washington recommend to Congress that the city should be abandoned; and he was authorized to make that move. General Greene and other general officers recommended the burning of the city on its evacuation, but Congress ordered that it should not be damaged, as it would doubtless be retaken from the enemy after a time. Public property was hastily removed to Harlem Heights, and the removal was nearly completed when, on November 14th, the British fleet began to circle the island, with frigates and transports concentrating off Kips or Turtle Bay, on East River, and near Bloomingdale on North River. The British encamped at Astoria, with detachments also on Montressor (now Randall's) and Buchanan's (now Ward's) Islands, made a landing near Kip's house (now the foot of Thirty-fourth Street), the way having been cleared by broadsides from the frigates, which falling into the low intrenchments held by the five Connecticut militia regiments, under Colonel Douglas, they stayed not on the order of their going but were on a beeline for Harlem, when Washington, meeting them at the place where the new public library now stands in Bryant Park, tried in vain to rally them, but they went on, and Washington nearly fell into the hands of the British. General Putnam, who had charge of the troops in the lower end of the island, had rallied them into marching order, and with young Aaron Burr, one of his aides, as guide, went through the woods to about Forty-second Street and East River, and thence to the Bloomingdale road at Seventieth Street, and thence to Harlem Heights (extending from St. Nicholas Avenue and One Hundred and Twenty-sixth Street northwesterly to the Hudson River), while the British later occupied Bloomingdale Heights, a parallel line of bluffs extending from St. Nicholas Avenue and One Hundred and Twenty-fifth Street and northwesterly to the Hudson River at One Hundred and Twenty-ninth Streets.

On the morning of September 16th a scouting party of Knowlton's Rangers encountered British pickets near Hogeland's house (One Hundred and Twelfth Street, near the Hudson), and had a smart skirmish with a detachment of the British Light Infantry. Presently they were followed by two battalions of that corps and the Forty-second Highlanders, and retreated slowly and in order, stopping whenever a stone fence gave opportunity to take shots at the enemy. When they neared the American lines, Washington sent reinforcements under Lieutenant Colonel Crary and Major Leitch, until finally, with British reinforcements, a thousand or more were engaged on each side.

It was a short and vigorous engagement. The British were driven back to their lines and Washington then withdrew his force. The British loss was eight officers and fourteen men killed, and about seventy wounded, while the American loss was twenty-five killed, including Colonel Knowlton, Major Leitch and two other officers, and fifty-five wounded.

Washington's headquarters were located at the Roger Morris house (afterward Madame Jumel's), which still stands, and for a month he kept his men busy erecting defenses extending from the Hudson to the Harlem, between One Hundred and Forty-fifth and One Hundred and Sixtieth Streets, and especially in strengthening the fortification of the ground overlooking the Hudson, between the present One Hundred and Eighty-first and One Hundred and Eighty-second Streets, being the highest point on Manhattan Island. Eastward the defenses extended to signal stations at Throgg's Neck. General Howe had so far attempted no concerted demonstration against the American defenses on the Heights, but prepared his plans to cut off Washington's communications and perhaps to capture his entire force. A large part of his army was taken up the Sound on flotillas, and finding Throgg's Neck an impracticable landing, moved up to Pell's Point, where debarkation was made on October 18th. Howe's movements had made his plans obvious to Washington, who determined to abandon his position on Harlem Heights, and march north parallel to the British lines, but on the opposite side of the Bronx River. General Glover, with 750 men, was sent to delay Howe's march between Pell's Point and New Rochelle, and by taking advantage of the numerous stone fences as convenient barricades they were enabled to retard the British march for several hours. Washington took up a position at White Plains, blocking the roads leading to the Hudson and to New England. At this point the two armies, each of about thirteen thousand men, came face to face, on October 28, 1776. Howe, seeing Washington's strong position, avoided an attack on the front of the American army, but sent four thousand men, in two columns, under Generals Clinton and De Heister, to gain Chatterton Hill, a rocky height west of the Bronx River, near White Plains village. To prevent this, General McDougall, with six hundred Continentals, eight hundred militia and two guns, under command of Captain Alexander Hamilton, made a rapid march, gained the hill and held it firmly against the enemy and thirty pieces of artillery, until Rahl's Hessians, who had forded the Bronx lower down, reinforced the British, making a combined attack which rendered McDougall's position no longer tenable, so he fell back in good order upon White Plains, taking with him his artillery and his wounded. The victory in this battle of White Plains (or Chatterton Hill) was undecisive. The Americans, whose losses amounted to about 140 killed and wounded, had been compelled to abandon the hill, but the British loss aggregated 229. Meanwhile Washington had thrown up hasty

intrenchments, and Howe postponed further attack. Lord Percy, with reinforcements, came up on the 30th, and the British would probably have attacked the next day, but a violent storm came up, and on the evening of the 31st Washington took advantage of it to retire to an unassailable position at North Castle, about five miles northwest of White Plains.

General Howe, having failed in his flank movement against the main body of Washington's army, turned his attention to Fort Washington, which was being held by Colonel Magaw, with three thousand men. His plans were aided by the treason of William Demont, Magaw's post adjutant, who deserted, November 2d, carrying with him the plans of Fort Washington, by means of which the designs of the invaders were made more precise. General Greene, when he left Fort Washington for Fort Lee, on the opposite side of the Hudson, had full confidence in the ability of its defenders to hold it. Howe invested the fort, on November 15th, and commanded the garrison to surrender on pain of being put to the sword. Magaw replied that he would hold the fort to the last extremity. The next day the British attacked in four divisions, led, respectively, by General Knyphausen and General Matthews (supported by Lord Cornwallis), Lieutenant Colonel Sterling and Lord Percy. Soon after daybreak, the cannonading began, and it continued with great fierceness on both sides until noon. Knyphausen's Hessians then advanced in two columns, of which one, under General Rahl, took a circuitous route to the summit and penetrated Magaw's advanced works. The other column took a straight course up the steep hill, facing a disastrous and galling fire from Colonel Rawling's sharpshooters. The Second Division, under Matthews, making good their landing, forced the opposing Americans from their sheltered positions behind trees and rocks up a steep and stony hill; the Third Division, under Sterling, landed under a heavy fire, and succeeded in carrying the first redoubt, after a stubborn fight. Percy's Division, with equal intrepidity, carried other advanced works, and at last, on receiving a second summons from Howe, Magaw, seeing further effort to be useless, surrendered the fort, forty-three pieces of artillery and 2634 men, who became prisoners of war. The capture of Fort Washington, and of Fort Lee, across the Hudson, which General Greene evacuated five days later, caused great consternation throughout the United States. The Americans had lost 150 killed and wounded, and the British, five hundred. Fort Washington was renamed Fort Knyphausen, in honor of the Hessian general who led in its capture.

CHAPTER TWENTY-SEVEN

NEW YORK UNDER BRITISH MILITARY RULE REDCOATS, HESSIANS AND LOYALISTS THEIR INTERESTS AND THEIR DIVERSIONS

New York was now a loyal and a Tory city. Its joy at becoming such, and the happenings thereafter, as seen through Tory spectacles, have been narrated by Ewald Gustav Schaukirk, pastor of the Moravian congregation at New York, born at Stettin, Prussia, emigrated to New York in 1774, and appointed to his pastorate in 1775. On September 15, 1776, he tells us that "the king's flag was put up again in the fort and the Rebels' taken down," and rejoices at the delivery of the city from the "usurpers" who had "oppressed it so long." The next day, the first of the English troops came to town, and with them Governor Tryon and other British officials.

The rejoicing was unanimous. The only people who were openly known as adherents of the American cause were in the numerous prisons, and the Whigs, who were with Washington's ragged army in the Jerseys, or who had gone away to more friendly surroundings, were not on hand to disturb the festivities. Such of these as had left property behind were remembered to the extent that their houses were marked as forfeited. There were many who were strangers in town, who took part in the ceremonies. They were Tories from Westchester, Long Island, and other parts of New York, Connecticut and New Jersey, who felt safer in New York, under Loyalist auspices than they did among their "rebel" neighbors.

Ten days after the king's troops entered the city occurred a disastrous fire, which, beginning in Whitehall Street, spread north and west, destroying part of Broad, Stone and Beaver Streets, then up Broadway, and the streets extending west of Broadway, to the Hudson River. Trinity Church, in spite of heroic efforts to save it, was destroyed, as was also the old Lutheran Church, and St. Paul's Church was only saved by almost superhuman efforts. The progress of the flames was checked by the King's College grounds, at Mortkile (now Barclay) Street. In the path of the flames were many wooden buildings, and each of these added to the more rapid spread of the flames. In 1761 there had been an ordinance passed to the effect that no wooden buildings should be erected after 1766, but the time was afterward extended to 1774. There was no effective way of fighting the fire. The fire engines were out of order, and most of the members of the volunteer fire company were with the American Army, either in

the North or in the Jerseys. So the fire practically burned its course. Of course, the British suspected that the fire was the work of "rebels," and made several arrests, but all those arrested were acquitted, for the reason that nothing could be proved against them. In all, about 500 houses were destroyed.

The day after the fire a scene was enacted, which created no excitement in the town, at the time, but which placed an otherwise obscure name among the immortals. It was the execution of a rebel spy, who, while Washington was in Harlem, had been sent to gather needed information in regard to the British forces in Long Island. His name was Nathan Hale, born in Coventry, Conn., in 1756. He was an honor graduate of Yale, in the Class of 1773, taught school at East Haddam for a term, October, 1773, to March, 1774, and after that at New London, until July 1, 1775, when he became first lieutenant in Charles Webb's Connecticut regiment, served in recruiting duty in New London, and afterward at the siege of Boston. He was commissioned a captain in the Continental Army, and saw active service in the battle of Long Island. When detailed on his final duty, he was a member of Knowlton Rangers. When given the commission to visit the royal camp, for which he had volunteered, he disguised as a Dutch schoolmaster and entered the British lines, secured and noted the desired information, and was about to return, on September 21st, when he was recognized and captured. The next morning he was hanged as a spy, after a night in which he had been deprived, by the brutal provost marshal, Cunningham, of all comforts, even of a Bible, or clergyman, and met his fate with soldierly courage and the brave statement: "I only regret that I have but one life to lose for my country." A magnificent monument to this brave young patriot stands in City Hall Park, the work of the sculptor MacMonnies.

The patriots, who were held as military prisoners, were neglected and mistreated in the most shameful way. There were nearly five thousand of these prisoners confined in the prison ship Jersey, the Bridewell on the Common, and in jails improvised from the Brick, Middle Dutch, North Dutch and French churches, the sugar houses, King's College, and the "New Gaol," or "Provost," which was, according to Pintard, "destined for the more notorious rebels, civil, naval and military." Among its inmates were Colonels Magaw, Rawlins, Allen, Ramsay, Miles and Atlee; Majors Bird, West, Williams and DeCourcey; Captains Wilson, Tudor, Edwards, Forrest, Lenox, Davenport, Herbert, Edwards and others. Cunningham, the provost marshal, his deputy, O'Keefe, and the commissioners, Loring, Sproat and others in authority, treated the American soldiers with inhuman cruelty. The prisoners were compelled to sleep on hard oak planks, and

packed so close that they could only turn by word of command, "left" or "right." They were given no fuel, little food, and that, generally, of quality unfit for human consumption. The infamous Captain Cunningham ended his career on the gallows, being executed, in London, for forgery, August 10, 1791, and he confessed not only to the cruelties mentioned, and to starving prisoners by stopping their rations and selling them, but also to secret executions of 275 American prisoners and "obnoxious persons." The treatment of prisoners on the Jersey and other prison ships was also brutal.

THE BRIDEWELL AND A PORTION OF BROADWAY, 1805

Washington, after leaving New York, marched his army through New Jersey, toward Philadelphia, followed hard by the British under Cornwallis, who successively took Newark, New Brunswick and Trenton, then laid quiet, waiting for the freezing of the Delaware River, so as to cross the ice to capture Philadelphia. Washington, crossing the Delaware with boats, amid floating ice, surprised and captured a Hessian force at Trenton, and on January 3, 1777, fought the successful battle of Princeton, which revived the hopes of the patriots and gave them confidence in the ultimate success of their cause. The British retired to New York, where they made things lively, and where were gathered many regiments—English, Irish, Scotch and Hessian, not to forget the American "Loyalist" troops chiefly recruited in New York City and vicinity. Among these were Simcoe's First American Regiment, or "Queen's Rangers"; Rawdon's Second American Regiment, or "Volunteers of Ireland;" Turnbull's Third American Regiment, or "New York Volunteers;" Brown's "Prince of Wales" American Regiment; Robinson's "Loyal American Regiment," and "DeLancey's Brigade" (three regiments), commanded by Colonel Oliver DeLancey, the brother of the late lieutenant governor. He was the most zealous of the Royalist party in New York, and James DeLancey, son of the late lieutenant governor, was also of the same party. Colonel DeLancey had made himself so obnoxious to the Liberty Boys that a party of them, under the leadership of Martling, one of their more reckless spirits, came down from the American lines, on November 25, 1777, and burned his house at Bloomingdale as a mark of their detestation.

At the close of the War of Independence his estates, and those of James DeLancey, were confiscated, and he went to London, where he died.

In the early part of 1777, Rivington, whose press had been broken by Isaac Sears and the Connecticut Cavaliers, returned to New York and resumed the publication of his paper, now called the Royal Gazette. Hugh Gaine published The New York Gazette and Weekly Mercury. Holt's Journal, which had left New York, was somewhat nomadic about this period, moving from place to place along the Hudson, and the patriot government had located at Kingston. There, in April, 1777, the Constitutional Convention assembled and framed the first written Constitution of the State of New York. The office of governor was made elective and George Clinton was elected the first governor, in which office he continued for eighteen years. John Jay was appointed chief justice, and Robert R. Livingston chancellor of the new State; and Philip Livingston, James Duane, Francis Lewis, William Duer, and Gouverneur Morris were appointed delegates to the Continental Congress.

While the American prisoners were starving and neglected in the prison houses and prison ships of New York, and dying by the dozens daily, the British and Hessian officers and their wives, and Loyalist citizens, with their wives and daughters, were living a life of gayety. Prices, for food especially, were very high for the area from which supplies could be drawn for the British camp; for New York then was only extended over a small adjacent area from which the producers had in a large measure fled. Such things as could be imported—fabrics and trinkets from London and other Old World markets—were displayed in the fashionable shops, which were then chiefly located in Hanover Square. Society was gay, and its votaries met nightly at dinners and routs, or attended the performances at the Theatre Royal in John Street, where performances were given by gifted amateurs selected from the officers of the army, under the title of the "Garrison Dramatic Club." There was, if the contemporary critics may be credited, much talent in the company, which included comedians and tragedians, the younger subalterns taking the female characters. The chief scene painter was Oliver DeLancey; but the most versatile of the company was the young officer André, who was not only chief among the romantic heroes in the company, playing Romeo and other similar rôles, but was the author of plays and prologues, and also aided in painting.

David Matthews continued as mayor of New York during the entire British occupancy of the city, and there were other civil officers, but the government was vested in the military commandant, of whom General James Pattison was the first and most popular. He was distinguished for

urbanity of manner and unfailing courtesy. He regulated the city with autocratic power, and managed, upon the whole, to give satisfaction to the inhabitants.

Meanwhile the war progressed with varied fortunes. Silas Deane and Benjamin Franklin had been doing effective work in Paris and Versailles in the endeavor to secure from France recognition of the new republic. Formal recognition was delayed, but private assistance in money and supplies was forthcoming. Liberty-loving Europeans offered their services to the patriots and the Marquis de La Fayette, Baron Steuben, Baron De Kalb, Kosciuszko and Pulaski were among the men of heroic mould who came to the American army.

In the summer of 1777, large reinforcements went out of New York to join the forces which hoped to crush Washington and the rebellion at one *coup*. On September 11th, they had opposed their eighteen thousand men to eleven thousand Americans at Chadd's Ford, on the Brandywine Creek, and had won a victory which had enabled Lord Howe to occupy Philadelphia, and had compelled the Continental Congress to adjourn first to Lancaster and afterward to York, in Pennsylvania. Washington made an unsuccessful attack on the British at Germantown, on October 4th, and early in September went into winter quarters at Valley Forge, where his troops suffered greatly from cold and hunger.

In the North, the British general, Carleton, had made elaborate plans for the capture of the entire State of New York, and thus separate New England from the other rebellious colonies. The endeavor to carry this program into execution was entrusted to General Burgoyne, who, with a force of seven thousand British and Hessian soldiers, and perhaps as many Canadians and Indians, started on what he expected to be a triumphal march from Canada to the lower Hudson. The plan included the coöperation of another force of Loyalists and Indians, under Lieutenant Colonel St. Leger, who was to go up the St. Lawrence to Oswego, and with the assistance of Sir John Johnson and his Indians, capture Fort Stanwix, march down the Mohawk Valley and join General Burgoyne. St. Leger effected the junction with Sir John Johnson and his Indians under Joseph Brant, but failed to capture Fort Stanwix, and after the battle of Oriskany, August 6, 1777, in which a force of Americans under General Herkimer administered a signal defeat to his allies, St. Leger, hearing of the near approach of another American relieving force under General Benedict Arnold, hastily retreated into Canada and gave up his part of the campaign planned by Carleton.

Burgoyne had no better fortune. At first he was greatly delayed by felled trees and ruined roads. He sent out a large force of over thirteen hundred British, Hessians and Indians, who were to capture the American depot

Plan of
NEW YORK ISLAND
and part of
LONG ISLAND,
Shewing the position of the
AMERICAN & BRITISH ARMIES
before, at & after the Engagement
ON THE HEIGHTS
August 27th 1776
Scale of Miles
0 1 2 3
NORTH OR HUDSONS RIVER
EAST RIVER
NEW YORK ISLAND
LONG ISLAND
Fort Lee
Fort Washington
Fort Independence
Harlem R.
Morrisania
THE SOUND
Flushing
Newtown
Bergen
Gallow's P.t
Bedlow I.
Ellis I.
Red Hook
Hoebuck
Oyster I.
Governor's I.
Robins Reef
Hendricks Hook
The Kills
Castleton
Dutch Kills
Bedford
The New Lots
Flatbush
Flatland
Gravesend
Position of the British Army from 26th August to the
Americans Returning
New Utrecht
Richmond
Amboy
Bergen Hook
Paulus Hook
Buckmans Ferry
Brooklyn
Red Lion
Yellow Hooks
White Rock Watering Place
Earl Percy
Baggage
Road to Jamaica
Road to Utrecht
Road to Gravesend
Road to Amboy
Road to Bedford
Road to Flatbush
Road to Flatland
Road to Gowanus
Road to Ferry
Road to Bergen
Road to Paulus Hook
Road to Hoebuck
Road to Red Hook
Road to Yellow Hooks
Road to White Rock
Road to Castleton
Road to Richmond
Road to Amboy
Road to Gravesend
Road to Flatbush
Road to Flatland
Road to Bedford
Road to Jamaica
Road to Utrecht

of supplies at Bennington, but who were crushed and nearly annihilated, on August 16th, by a force of about two thousand militia under General Stark, the British loss being 207 killed and 700 captured (including the wounded), and the American forty killed and forty-two wounded. Following this defeat, many of the Canadian and Indian allies deserted. Burgoyne went on, but after two defeats at Saratoga, on September 19th and October 7th, he was compelled to capitulate to General Gates, October 17th, the Americans taking between five and six thousand prisoners and much artillery.

This capture of an entire army has been regarded as the turning point of the war. It gave heart to the Americans, and was especially valuable for its effect on the international relations of the United States and hurried the execution of a treaty of alliance with France, which was ratified. In the city of New York the news was very depressing to the Loyalists, some of whom became less effusive in their loyal zeal. At first there was a feeling among the New York Tories that Great Britain was invincible, and that short work would be made of the rebellion as soon as the Royal forces could get into good working order. But after Saratoga they had their doubts, and they greatly moderated their loyalist ardor.

No. 1 BROADWAY IN REVOLUTIONARY TIMES

The military headquarters were at No. 1 Broadway, in a house which was built by Sir Peter Warren and was afterward acquired by John Watts, whose daughter, Mary, married Captain Kennedy (afterward Earl of Cassilis). It had thus become known as the Kennedy House, while the adjoining house, No. 3, known as the Watts House, became headquarters of the traitorous Benedict Arnold, in his efforts to recruit Americans for the king's army and to persuade Continental officers to desert their colors and join the corps he was endeavoring to raise. The naval headquarters were in the Beekman House, on Hanover Square, at Beaver Street, on the site where the Journal of Commerce building was afterward located before the removal of that newspaper to Broadway. This house had been the naval headquarters and rendezvous of the navy before the Revolution, and continued to be during the entire war. When

the Duke of Clarence (afterward William IV) came to New York as a midshipman with Admiral Digby in the St. George, in September, 1781, he made this house his place of resort when on shore. His Royal Highness was a centre of much attraction, but during the winter seemed to most enjoy skating on the Collect Pond (site of the present Tombs Prison), where one of his companions was Gulian Verplanck (afterward president of the Bank of New York), whose timely aid at one time affected the future history of Great Britain by rescuing the young prince, who had fallen through the ice, from a watery grave. Horatio Nelson, then a young captain, was also to be seen about the Beekman House, in 1782.

A fire which broke out on Cruger's Wharf, August 3, 1778, spread until it destroyed about fifty houses. Many other incidents occurred which were news then, but do not belong to permanent history. The King's and Queen's Birthday, Coronation Day, and other British occasions, were celebrated in military style, and when British victories were reported, demonstrations of rejoicing were made by the military and the wealthy citizens. But the high prices and poor opportunities had a depressing effect on the poor. There have been preserved valuable documents giving an insight into social conditions in New York. One of these is "Letters and Journals of Madame de Riedesel," wife of General Riedesel, who, after being captured with Burgoyne's army at Saratoga, was a prisoner for nearly three years, and after his exchange lived in New York. His wife was a great social favorite in New York, and her journals give a familiar picture of polite society during the British occupation. She tells of the many functions, some of which were too fast for her; describes her life during her stay at the Beekman mansion, a beautiful country place (near the foot of Fifty-second Street and East River), which was occupied successively by distinguished British officers during the occupation. Many of her comments deal with domestic affairs, and the dearness of provisions and fuel seem to have been chief of her woes. The other chronicle, the diary of Pastor Schaukirk, of the Moravian congregation, whose Toryism was of the most pronounced type, gives us an inkling of the contemporary view. He records a rumor that "the rebels made an attack on Powles (Paulus) Hook," as Jersey City was then called, referring to the brilliant dash on the British post there by "Light Horse Harry" Lee, August 19, 1779, and reflects upon the fact that the rebels had taken some prisoners on that attack as being "another instance of the great carelessness on our side, when on the other hand, the military gentlemen amuse themselves with trifles and diversions." On a previous occasion, a celebration of the Queen's Birthday, with "a ball that cost two thousand guineas and over three hundred dishes for supper," was considered by the reverend

critic as carrying matters "too far in expense in such times of distress and calamity."

Great rejoicing was made over the news of the surrender of Charleston (May 12, 1780), and the defeat, on August 16, 1780, of General Gates, at Camden, South Carolina, by Cornwallis.

The treachery of Benedict Arnold, and the capture and execution of Major André, in September, 1780, was one of the incidents in which New York was most interested, as André was one of the most popular of the officers in New York society. Arnold, who was commissioned brigadier general in the British army, had little success in recruiting for the Royal Army in New York.

The control which Cornwallis had gained in the South was broken by a reverse at King's Mountain, October 7, 1780, and after General Greene had been placed in command of the American forces in that region the contest became sharp and decisive, Morgan overwhelmed Tarleton, the British cavalry leader, at the Cowpens, January 17, 1781, and while Cornwallis won victory at Guilford Court House, it was dearly bought. French aid had much to do with the final success of the patriot arms, and the surrender of Cornwallis, at Yorktown, October 19, 1781, made the triumph of the American cause a certainty.

Sir Henry Clinton, then in command of the forces in America, was recalled after the disaster at Yorktown, and was superseded by Sir Guy Carleton, who soon arrived in New York. Meanwhile, Washington, after sending General Arthur St. Clair with a strong detachment to the Southern army to reinforce General Greene, dispatched the remainder of his army to Morristown, New Jersey, except some of the New York troops, which were dispatched to the camp in the Highlands of the Hudson. In April, Washington, who had been in consultation with the Congress at Philadelphia, went to Morristown, and thence, after a few days, to Newburg.

The news of Yorktown brought consternation to the ministry of Lord North, in England, and the Peace Party in Parliament manifested such power that on March 28, 1782, the premier resigned, and Lord Rockingham, leader of the opposition, formed a ministry and instructed Sir Guy Carleton to negotiate for an early treaty of peace. After correspondence and negotiations through the summer, preliminary articles of peace were signed at Paris, November 30, 1782, followed, on September 3, 1783, by a definite treaty on the part of Great Britain, recognizing the independence of the United States, and fixing the Great Lakes, on the north, and the Mississippi, on the west, as the boundaries of the new nation.

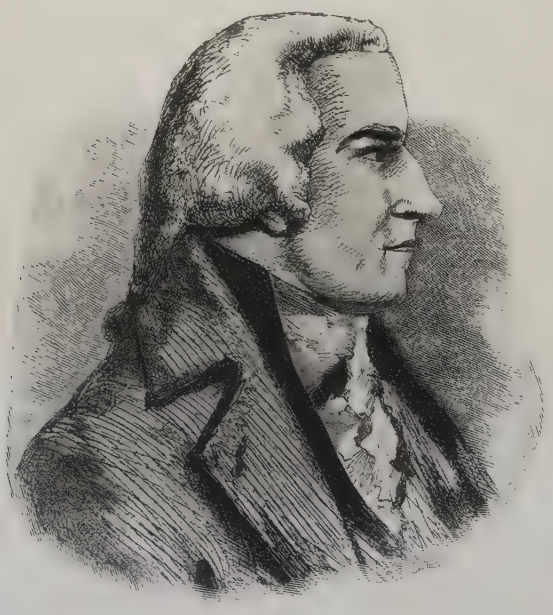
On the eighth anniversary of the battle of Lexington, April 19, 1783, a cessation of hostilities was proclaimed in the American camp, and on November 3d, the Continental Army was disbanded by order of Congress. On November 25th General Washington entered the city by the Bowery, while the British troops were embarking at the Battery, until they filled the ships in the harbor, and sailed down the bay. General Washington stopped at the Bull's Head Tavern, in the Bowery.

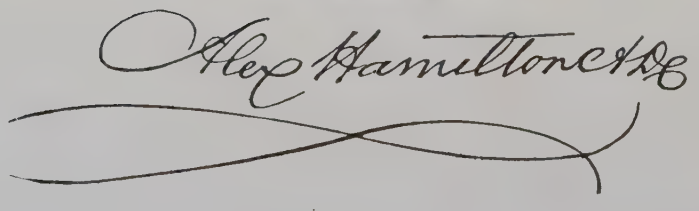
When the preparations for evacuation began, the Loyalists were left with unpleasant alternatives. Those who were wealthy and had been aggressive in the royal cause, had to look forward to the confiscation of their property. If they stayed, it would be with the brand of Tory, which remained an epithet of opprobrium for many decades, and with many annoyances from the patriots, some of whom were even then returning. They could go to England, or to Nova Scotia, and many did. Prisoners of war were let out of prisons and prison ships and paroled. It had been arranged that the British troops should be permitted to remain on Staten Island, New Utrecht and Dennis', until such time as might be necessary for the troops for whom transportation was not at once available. Besides the troops, it was necessary to transport the refugee Loyalists, of whom 29,244 left New York for Nova Scotia that year.

The entry of the patriots into New York was on this wise: 800 men (New York and Massachusetts troops and militia), under Brevet Brigadier General Henry Jackson, had for several days camped at McGowan's Pass (near the northeastern entrance of Central Park), and when notified that the rear guard of the British were embarking at the Battery, they marched in triumph to the city, down the Bowery to Chatham, to Queen (now Pearl) and Wall Streets and Broadway, to Fort George, where General Knox took charge. The flagstaff had been soaped by the enemy, and the cleats and halyards removed, but a visit to Goelet's hardware store soon enabled a nimble sailor to nail on cleats, reeve new halyards, and fling the Stars and Stripes to the breeze, saluted by thirteen guns. Then Governor Clinton, who had come into the city with Generals Washington and Knox, appeared opposite the right of the line on Broadway, and received the salute appropriate to his rank, while the troops stood at attention. Following this, a great procession, mounted and afoot, went back to the Bull's Head Tavern to a great reception, which had been arranged to honor General Washington and Governor Clinton. It was a happy outpouring of people that greeted the great commander and the popular governor. Exiles had been returning for days, but now that the enemy was gone they poured in by the thousands, and everyone wished to add his enthusiastic greetings to the great general. When the greetings had sub-

sided the general made his way to Fraunces' Tavern, where he stayed until he left the city.

On December 4, 1783, Washington, who was about to resign his commission and return to private life, took leave of his comrades in an impressive and historical meeting at Fraunces' Tavern, where the officers grasped the hand of their commander in chief, and with every mark of affection, they then followed him to the wharf, at Whitehall, where he entered the barge waiting to convey him to Paulus Hook, and from it he was soon waving a silent adieu.





CHAPTER TWENTY-EIGHT

NEW BIRTH OF NEW YORK UNDER REPUBLIC INAUGURATION OF WASHINGTON AS PRESIDENT NEW YORK AS NATIONAL CAPITAL

On December 5, 1783, Admiral Digby, with the last of the British fleet, departed from Staten Island with the last vestige of British authority on New York soil. It had been New Amsterdam and Dutch, New York and English, Fort Orange and Dutch again, once more New York and English, and it was still New York, but now and always American, although no city in the world is more cosmopolitan.

The city was greatly changed in population. The Royalists, in the first place, had departed. In Nova Scotia Thomas Barclay and William Axtell, merchants, Colonel Edmund Fanning, Dr. Charles Inglis, rector of Trinity, William Smith, who had been chief justice of the colony and its first historian, and many more had taken up their permanent residence. Several others had gone to Montreal and Quebec, and other places in Canada; some to the West Indies, the Bermudas and Bahamas, and many of the more wealthy, including Oliver and James DeLancey, William Bayard, Hon. Andrew Eliot, the lieutenant governor, Judge Thomas Jones, Colonel Roger Morris, and George Ludlow, had lost their estates by confiscation and spent the rest of their days in England. Many of the Whigs who had moved away from New York because of their patriotism, had so established themselves in the places to which they had gone, that they decided to become permanent residents of those localities. Many who had taken part in the Revolution had died on the field, or through diseases in camp, or in prison; and some of them in their term of service had seen some place that appealed to them more strongly as a place of residence. On the other hand, there came to the city many who were new to those who had been old residents. These newcomers were nearly all of the patriot party, as were most of the old residents who returned. Among the inhabitants there were some Loyalists; even some who had been such emphatic supporters of the British that their estates were confiscated, and these were bitter against the new government which had thus punished them for treason. Some who had held their homes during the British occupation had been good enough Loyalists until the success of the patriot cause was made certain, and had then developed toleration and even friendliness for the returning Continentals and refugees.

The city resumed its wonted powers and activities under the Dongan and Montgomerie charters, the State of New York taking the place of

sovereignty formerly held by Great Britain, and the governor of the State having the power of appointment of mayor, which had previously been exercised by the royal governor. The laws in regard to the election of aldermen and assistant aldermen remained unchanged.

There was no city government to take charge of New York immediately after its evacuation by the British, but the legislature had elected a body to temporarily look after the city and neighboring counties, after the withdrawal of the enemy. It was called the Council for the Southern District of New York, and was composed of the governor, George Clinton; the lieutenant governor, Pierre van Cortlandt; the chancellor, Robert R. Livingston; judges Robert Yates and John Sloss Hobart, of the State Supreme Court; John Morin Scott, secretary of state; Egbert Benson, attorney-general; the State senators of the southern counties, Stephen Ward, Isaac Stoutenburgh, James Duane and William Smith, and the assemblymen of those districts. The governor and seven others were to constitute a quorum. This body, meeting in the old council chamber on Wall Street, with James M. Hughes as secretary, went to work to create conditions of order and protection, making the Light Infantry Battalion of the Continental Army, which remained for some time at the fort under General Knox and Major Sumner, a police force to maintain order and enforce necessary regulations. The first ordinance prescribed that each loaf should weigh two pounds and eight ounces avoirdupois, should be marked with the initials of the baker, and should sell for eight coppers. Newcomers should be registered. Watchmen were appointed and thieves and robbers were jailed, and there were official weighers and measurers appointed, and a fire department organized; provision also being made for the other needs of the city. This council called for a regular election on December 15th, and a regular list of aldermen and assistant aldermen was chosen. They organized as a Common Council by electing as president John Broome, and this council and a large body of citizens petitioned Governor Clinton to appoint Senator James Duane to the office of mayor. He complied, and on February 9th Duane was formally installed in his office. The first American city government as organized was, therefore, as follows: Mayor, James Duane; recorder, Richard Varick; chamberlain (city treasurer), Daniel Phœnix; sheriff, Marinus Willett; coroner, Jeremiah Wool; clerk of the Common Council, Robert Benson. Aldermen: Benjamin Blagge, Thomas Randall, John Broome, William W. Gilbert, William Neilson, Thomas Iuers, Abraham P. Lott. Assistant aldermen: Daniel Phœnix, Abraham van Gelden, Thomas Ten Eyck, Henry Shute, Samuel Johnson, Jeremiah Wool. James Duane, who was born here in 1733, was a lawyer by profession. His father, who had been an officer in the British Navy,

had resigned and engaged in mercantile business in New York, where he had married Altea Keteltas, of an old New York Dutch family. Two of their sons had entered the navy, but James, the third son, studied law under James Alexander, and himself became one of the leaders at the New York Bar. He married Mary, eldest daughter of Colonel Robert Livingston. He acquired, partly by inheritance and partly by purchase, the Township of Duanesburgh, in Schenectady County, had a city residence on Pine Street and a farm in the country, which was called Gramercy Seat, that name being a corruption of the Dutch name, "*Kroom Messie*" (crooked little knife), given to a creek which ran through the land. The present Gramercy Park was part of that farm. During the Revolutionary War he served in the Continental Congress and the New York Provincial Congress, and at its close was a member of the State Senate. His Pine Street house was burned during the British occupation, but his farm had escaped damage. He held the office of mayor until 1789, when President Washington appointed him the first judge of the United States District Court of New York, in which office he rendered many decisions which were of great importance during the formative period of federal jurisprudence.

The other officials were also men of prominence. Richard Varick, the recorder, had been General Washington's private secretary during the latter part of the war; was Duane's successor in the office of mayor, and afterward for many years president of the American Bible Society. Colonel Willett had distinguished himself at the head of his regiment in many of the engagements of the war for independence, as well as in the famous Broad Street episode of June 4, 1775, before narrated, while the aldermen were all prominent merchants and members of the Chamber of Commerce. The first meeting of the Common Council, as completely organized, was held February 10, 1784. In the following month it changed the city seal, voting to erase the imperial crown and substitute the crest of the arms of the State of New York, consisting of a representation of a semiglobe with a soaring eagle thereon.

One of the institutions of the city which had survived and been in action throughout the British occupation was the Chamber of Commerce, which had been organized April 8, 1768, had been granted a charter by Lieutenant Governor Colden, March 13, 1770, and had been kept up by British and resident merchants during the war. Returning merchants of the patriot party filled up the membership after the British evacuation, and on April 13, 1784, it was incorporated by the New York Legislature with John Alsop, president; Isaac Sears, vice president; John Broome, treasurer; John Blagge, secretary, and the following members in addition to these officers: Samuel Broome, George

Embree, Thomas Hazard, Cornelius Ray, Abraham Duryee, Thomas Randall, Thomas Tucker, Daniel Phoenix, Isaac Roosevelt, James Beekman, Eliphalet Brush, John R. Kip, Comfort Sands, Nathaniel Hazard, Jeremiah Platt, Gerardus Duyckinck, Abraham P. Lott, Benjamin Ledyard, Anthony Griffiths, William Malcolm, Robert Bowen, John Berrian, Jacob Morris, John Franklin, Abraham Lott, James Jarvis, Henry H. Kip, Archibald Currie, Stephen Sayre, Jonathan Lawrence, Joshua Sands, Viner van Zandt, David Currie, Lawrence Embree and Jacobus van Zandt. The organization grew in membership and had a great influence not only in the promotion of the business interests of the city, but also in its public affairs, the Common Council for some time drawing its membership chiefly from that of the Chamber of Commerce.

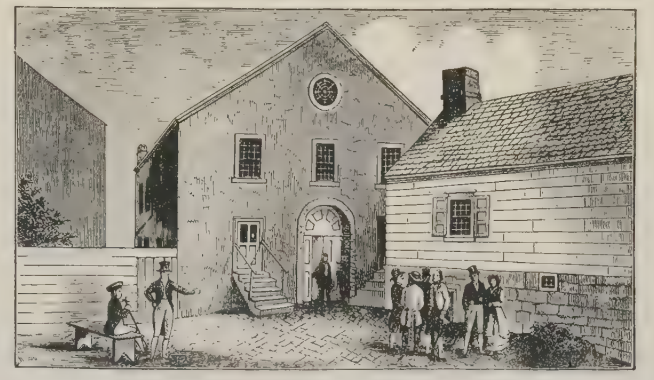
An important incident of 1784 was the passage through the city, September 11th, of General La Fayette, which was a very enthusiastic occasion. He was met by the mayor and Common Council, who tendered him the freedom of the city with a complimentary address, and he was escorted by a large body of citizens to the wharf, where he embarked for his return to France. Other notable gatherings were those welcoming John Jay on his return from his successful European mission, Baron Steuben, on a visit to the city, and Washington, on his arrival in the city on December 2d.

The Continental Congress had failed in an attempt to control the customs. New York had consented that it should do so if the other States acquiesced, but Rhode Island refused, and Virginia, which had at first approved, withdrew her consent, so that the matter was left in the hands of the State. New York's law, as recommended by Congress, was on an *ad valorem* basis, but as New York was under British occupation, it was not effective until the evacuation. New York merchants were opposed to the ad valorem feature of the tariff, advocating specific duties because under them the best goods would seek the market, and the Chamber of Commerce sent in a petition to that effect. In response to this demand the Legislature of New York, convened in the City Hall in New York, changed the tariff law to a specific tariff, and appointed Colonel John Lamb, veteran Son of Liberty and distinguished soldier of the War for Independence, as the first collector of the port of New York, who established the Custom House on the lower floor of his dwelling, on the north side of Wall Street between William and Pearl Streets.

The freedom of the commerce of New York from the restrictions of the British Navigation Act gave an impetus to foreign trade; a regular French line of packets put the city in communication with the European continent, and various American firms established in foreign trade, the ship Empress of China, Captain John Green, being the first to sail for Canton, February 22, 1784. But the control of the tariff by the States was a handicap to the com-

merce of New York. Connecticut, by imposing a lower tariff, took trade away from New York to New Haven, some of the merchants removing to that city, but coming back when the Constitution of 1789 was adopted and made the tariff uniform for the entire country.

There was only one bank in New York in the period immediately following the Revolution. This was the Bank of New York, established chiefly through the efforts of William Duer and General Alexander McDougall, early in 1784. General McDougall became its first president until his death, June 8, 1786. Isaac Roosevelt became president of the bank in 1789.



METHODIST CHURCH IN JOHN STREET IN OLDEN TIMES

During the British occupation King's College had discontinued its operation. Its building had barely escaped destruction in the fire of 1776, and had been used as a hospital by the British. While so used its library was rifled. The State legislature, May 1, 1784, passed an act changing the name from King's College to Columbia College, and placing it under the State Board of Regents created by the same act. The first student who entered the college under its new name was De Witt Clinton, nephew of the governor, who was an honor graduate at the first commencement, held April 11, 1786, and was afterward mayor, United States senator, presidential candidate and governor.

Trinity Church had been destroyed by fire in September, 1776, and the corner stone for the new building was not laid until August 21, 1788. Rev. Dr. Charles Inglis, the rector, left the city with the refugees for Nova Scotia, and while the evacuation was going on the Tory members of the parish elected Rev. Dr. Benjamin Moore to the rectorship, but on the return of the Whigs to control of the town, those of them who were members of Trinity succeeded in securing action from the legislature, giving them control, whereupon they revoked the election of Dr. Moore and called Rev. Dr. Samuel Provoost to be rector. The three Reformed Dutch churches had been badly maltreated by the British, who had used them for prisons, hospitals, storehouses and riding schools, the Middle Church being in an especially deplorable condition, so that it was not reopened until 1790, and the three Presbyterian churches had also been used by the army for secular purposes. A fourth was built in 1787. There were also two German Lutheran churches, a Catholic congrega-

tion, ministered to by Father Whelan, a Moravian church, Friends' meeting house, a Jewish synagogue, Baptist church, and the Methodist church on John Street, built in 1769, which church, "the mother of Methodism in New York," still occupies the same site.

The City Hall, at the northeast corner of Wall and Nassau Streets, built in 1700, was used for city business, but in 1785, when Congress assembled in New York, the council gave up the use of the greater part of it to that body, retaining only a part of the west end of it for mayor's office and council chamber. When the Federal Constitution had been adopted by the States, in 1788, the Common Council decided to give up the entire building for use of the new government, and had it entirely remodeled by Major L'Enfant, at a cost of

FEDERAL HALL AND VERPLANCK MANSION
Site of the old Custom House and Assay Office

$65,000, and it became known as the New Federal Hall, the most imposing edifice in the city. The first American post office in the city was opened November 28, 1783, at 38 Smith Street, and William Bedlow, a deputy of Postmaster-General Ebenezer Hazard (then at Philadelphia), was appointed postmaster.

New York, as were the other States, was agitated with discussion as to the propriety of creating a strong federal government with sovereign power of international and interstate problems, and at first the majority seemed to be those who dreaded loss of liberty by creating a strong and centralized government, but the commercial interests of New York so plainly needed the aid of a federal power which could treat with foreign governments on a basis of equality, that through the able efforts of Hamilton, Jay and Livingston, the assent of New York to the Federal Constitution was secured, and New York became the federal capital. George Washington had been elected President, and John Adams Vice President of the United States.

Mr. Adams arrived in the city April 20, 1789, and was met at Kingsbridge by members of Congress and an escort of light horse, under command of Captain Stakes, and when he reached town a salute was fired from guns at the Battery. President Washington came from Paulus Hook, where he had been received by Congressional, State and city committees, to New York, on a decorated barge accompanied by other craft containing rejoicing throngs, which cheered and sang patriotic songs. On the hither shore greater multitudes cheered him as he landed, and the procession that celebrated his coming was the largest which had ever, up to that time, been seen in New York. Declining the offered carriage, for he was tired of riding, the great President walked, properly attended, with the procession to the Franklin House, at 3 Cherry Street, where he had welcome but brief repose, after which he went to the DePeyster House, on Queen (now Pearl) Street, nearly opposite Cedar Street, to dine with Governor Clinton. The town was gaily decorated for the occasion—more gaily than it had ever been before, and in the evening there was a great illumination which included nearly every house in the city. The few exceptions were some of the as yet unreconciled Anti-Federalists, several of whose darkened windows were shattered by missiles thrown by some too enthusiastic partisans of the constitution. Receptions took nearly all of General Washington's time from then until April 30th, when the day opened with the roar of the guns at Fort George. In the morning, prayers were offered at many churches after a general ringing of all the church bells in the city. At noon an official escort waited at the President's door and he was followed by a great military and civic procession, mounted and on foot, to Federal Hall, where he went to the senate chamber, where he went up, bowing, to a seat between the Vice President on his right and the speaker on his left. Thence he stepped to the balcony and in full view of the senators and representatives within, of many of the nation's greatest on the balcony with him, and of a throng outside that packed the streets and roofs, he took the oath, kissed the Book, and Chancellor Livingston proclaimed: "It is done! Long live George Washington, President of the United States!" A flag shot up to the cupola of Federal Hall, and at this signal the guns at the Battery boomed again, the bells of all the city again clanged in chorus, and the shouts of the multitude resounded through the streets of the city. The President returned to the senate chamber and delivered his inaugural address, and then with his entourage repaired to St. Paul's church, to take part in a thanksgiving service conducted by Bishop Provoost. The United States of America had became a nation, fully organized on a permanent basis.

The religious sentiments expressed by the President in his inaugural address were pleasing to worshipers of all denominations, and the first response of approval came from the Methodist Episcopal Church in John Street,

of which Rev. John Dickens was the pastor. Services had been held on the morning of the inauguration, in that church, where the New York Conference (then comprising twenty ministers) had been in session for two days previously, presided over by Bishops Asbury and Coke.

One of the first appointments made by President Washington was that of Mayor Duane, to be United States judge for the District of New York. He was succeeded in the office of mayor, under Governor Clinton's appointment, by Richard Varick, previously recorder, and Samuel Jones was appointed to the latter office. Aaron Burr was elected attorney-general.

When the new government was organized, questions of titles and social usages came up and roused much antagonism and heated discussion, beginning with a proposition in Congress to select titles for the President and other officials. A senate committee proposed that the executive should be styled "His Highness the President of the United States, and Protector of Their Liberties." Others of more exuberant tastes thought that "High Mightiness," "His Elective Majesty," or just plain "His Majesty," would meet the situation better, but the House of Representatives would have none of them. It was decided to call him simply "the President of the United States." Certain rich and fashionable people, however, created a social atmosphere which was, as near as they could make it, a copy of European courts. Fenno's Gazette of the United States, which was regarded as being the government organ, made much of the social doings, which much offended the democratic ideas of the majority, although the President himself lived a simple and unostentatious life.

Among the presidential appointments were several New Yorkers, including Alexander Hamilton, secretary of the treasury; William Duer, assistant secretary; John Jay, chief justice of the United States Supreme Court; Samuel Osgood, postmaster-general; and Gouverneur Morris, appointed on a special mission to Europe. Local federal appointments included John Lamb, collector of the port; Benjamin Walker, naval officer, and John Lasher, surveyor of the port.

The proceedings of the First Congress, while interesting from a national standpoint, had little in them pertaining to local history. The State legislature enacted, March 16, 1790, that the lands at Fort George belonging to the State should forever be reserved for the erection of public buildings, and appointing Gerard Bancker, Richard Varick and John Watts commissioners to demolish Fort George, level the grounds, erect a new bulkhead at the Battery and erect new buildings for the State government and to be applied to the temporary use of the President of the United States during such time as the Congress of the United States should hold its sessions in the City of New York. The commission rapidly cleared away Fort George, and in leveling the ground, under the ruins the workmen came upon the leaden caskets contain-

ing the remains of Lord and Lady Bellomont. They were moved with decorum and interred with proper marks of respect in St. Paul's churchyard. On March 25, 1790, Trinity Church, which had been rebuilt, was consecrated. There was placed within the edifice a canopied pew for the President's use. One of

Reproduced from the original print in the collection of Mr. Percy R. Pyne, 2d

NEW YORK HARBOR, 1790, SHOWING GOVERNOR'S HOUSE IN BACKGROUND

the acts of the State Assembly, passed March 31st, granted Governor's Island and certain lands in Clinton County as well as £1000 cash to Columbia College.

"The Society of the Cincinnati," composed of officers who served in the War of Independence, was an organization at that time of great political power. Another organization which had arisen as in some respects a rival to The Society of the Cincinnati was the "St. Tammany Society or Columbian Order," with its well-known imitation of the tribal organization of the American Indians. There had been a "St. Tammany Society" before that, but in May, 1789, the organization added the "Columbian" adjunct to its name and greatly strengthened itself, becoming in fact a protest against the hereditary feature of the Cincinnati, and more democratic in character. In both of the societies there were at that time members of both parties, but at times they were prac-

tically opposing political camps. Both made a prominent feature of the observance of Independence Day. In 1790, that anniversary falling on Sunday, the celebration was postponed until Monday, July 5th. Brockholst Livingston delivered an oration in St. Paul's Church, before a distinguished audience, in which were included members of Congress, the Cincinnati, and Federal, State and municipal authorities who, after the address, waited on the President. The members of the Cincinnati invited "the Grand Sachem and Fathers of the St. Tammany Society" to a dinner, at which such good humor prevailed as to make the occasion one of special note.

St. Tammany Society soon had occasion to place itself in a prominent position in connection with a matter of national importance. The Indians in the Carolinas, Florida and Georgia had been very troublesome in the South under Spanish inspiration, and Colonel Marinus Willett had been sent on a special mission to the Creek Indians of the South, and word came that he was on his way to New York with McGillvray, chief of the hostile tribe (of mixed blood from a Scotch father), and twenty-eight warriors. John Pintard, sagamore of Tammany, a man of high social standing, a scholar of distinction, and editor of the Daily Advertiser, saw in this news an opportunity to advance the prestige of the society, and made arrangements accordingly. Colonel Willett and his Indian guests, who had been traveling toward New York at government expense and had been greeted by great crowds at every place along the way, were met by the Sons of St. Tammany, dressed in true Indian style and with much aboriginal magnificence. The Tammanyites took charge of the Indians, piloted them to the houses of the president, and secretary of war, and afterward showed them everything there was to see in New York likely to interest them. At a grand entertainment on August 3d, Grand Sachem Hoffman made them an eloquent speech, telling them that the spirits of two great chiefs, Tammany and Columbus, were supposed to walk up and down in that Great Wigwam. One of them, Tammany, was a great and good Indian chief, a warrior, hunter and patriot, and they called themselves his sons. Sagamore Pintard, whose speech, when translated to the warriors, seemed to greatly please them, produced a calumet beautifully ornamented, which was smoked by them all in turn. The Indian chief conferred upon Grand Sachem Hoffman the title of *Taliva Mico* (Chief of the White Town), and the President of the United States was toasted as the "Beloved Chieftain of the Thirteen Fires." Other things were arranged by Tammany for the chiefs, one of which was their presence with the President at a great military review, July 27th, which much impressed them, and a dinner by the President, to the chiefs. A treaty with the Indians was drawn up and signed by them

and the President, at Federal Hall, which was the last time the President ever visited that building.

The question of the place for the permanent capital had greatly agitated the country. New York and Philadelphia both wanted it and the latter had the strongest backing, but still stronger was the sentiment that a federal district should be cut out of one or more States which should be central to the population and should be subject to the authority of no one State. As the latter plan involved some years of building and preparation Philadelphia was pacified with a promise of the capital for ten years, and on July 16, 1790, the act for removal first to Philadelphia and afterward to the chosen district on the Potomac was signed by the President. The President gave his last State dinner on August 28th, and on the 30th a procession of State and municipal officers conducted the President and his family to McComb's Wharf on North River, where they embarked on the same barge that had brought them to the city. A salute of thirteen guns was fired, the people cheered and the President, waving his hat, said, "Farewell." He never returned to New York.

MANHATTANVILLE FROM CLAREMONT

CHAPTER TWENTY-NINE

CONSTRUCTIVE DAYS IN POLITICAL PARTIES
THE CINCINNATI AND TAMMANY
ALEXANDER HAMILTON AND AARON BURR

An enumeration of the inhabitants of New York made on December 11, 1790, showed a population of 29,906 souls. Divided by wards, they were distributed as follows: South Ward, 1756; Dock Ward, 1854; East Ward, 3622; West Ward, 6054; North Ward, 4596; Montgomerie Ward, 6702; Bowery Ward, 4819; Harlem Division, 503. In the following October the names of the wards were changed to numbers, and they were more equally divided on the basis of population.

On January 3, 1791, the State assembly of New York met in the city, and John Watts was elected speaker. General Schuyler's term was about to expire on March 4th, and he was a candidate for reëlection, but was opposed by Aaron Burr, and the latter won by ten majority in the senate and five in the house. Burr's victory over Schuyler was considered as a bad defeat for the Federal party. Chancellor Livingston and his brother-in-law, Morgan Lewis, who had been prominent Federalists, used their influence in behalf of Burr, whom Lewis succeeded as attorney-general. John Pintard, Tammany sagamore, and Melancthon Smith, another Tammany man, were in that assembly, and Pintard developed much power and adroitness as a legislative leader.

Tammany was getting to the front in various ways. It had established, in September, 1790, an American museum, which was the basis of the New York Historical Society. Pintard's paper, the Daily Advertiser, announced that the object of the society in establishing the museum was to collect and preserve all material relating to the history of our country and all American curiosities of nature and art. The society had secured from the Common Council the use of a room in the City Hall for the purposes of this museum, which was open at all times to the members of the Tammany Society, and on Tuesdays and Fridays to the public. There was an interchange of civilities on Washington's Birthday, 1791, between the Cincinnati and the Sons of Tammany, represented by the grand sachem, Josiah Ogden Hoffman.

Thomas Paine's Rights of Man, which had been printed in London with a dedication to Washington, appeared in an American edition with a preliminary note of high approval from Thomas Jefferson, secretary of state. The publication aroused a storm of Federalist dissent from its doctrines, coupled with adverse criticism of the secretary of state for endorsing them. Pintard published the entire work as a serial, running from May 6th to 27th, in the

Daily Advertiser, together with the celebrated letters replying to the arguments of Paine and signed "Publicola." These were generally credited to John Adams, the Vice President, but were afterward found to be the work of his son, John Quincy Adams. Paine's work became popular with that section of the people who were in sympathy with the rising revolution in France, and whom the Federalists began to refer to tauntingly as "Democrats."

In 1792 was held a celebration of the third centenary of the discovery of America, on October 12th. There were orations, fourteen toasts, historical and allegorical tableaux, which glorified Columbus and his deeds, the Sons of Tammany or the Columbian Order, and Paine's Rights of Man. Tammany had become the adherent of the radical democracy represented by Thomas Jefferson. It soon exemplified this stand by becoming the chief support of Governor George Clinton in his race for reëlection in November. Against him was pitted John Jay, and the fight was hot and heavy, and at no voting booth was the fight more fierce than in Trinity Church, which was one of the polling booths in that election. The election turned upon the legality of the returns from Otsego County. It was agreed to leave the result of the election on the decision of the senators from New York, Aaron Burr and Rufus King, who were to choose a third if they could not agree. They left it to Edmund Randolph, who decided the legal question in such a way that the vote of Otsego County was rejected and Clinton was declared governor. The Federalists were incensed almost to the point of armed resistance, and made great demonstrations, even trying to induce the legislature to unseat Clinton, but without success. Clinton gained in popularity, and he received the vote of the State for the Vice Presidency, which he came near winning at that time. By this time the name "Republican" had become fixed upon the opponents of the Federal party. Later it became the "Republican-Democratic" party, and finally the "Democratic" party, being the only political organization which has been continuous from the first administration to the present time.

No. 2 BROADWAY, COR. MARKETFIELD STREET, 1798

The year 1793 was the year of the Reign of Terror in France. Aristocratic rule, which from being careless had come to be heartless, had brought the poorer classes in France to such a condition that revolution was the only alternative. The success of the Revolution in America was one important incitement to the Revolution in France. It had been successful in America, Why not in France? Supercilious, contemptuous, unfeeling, cruel, the aristocracy had brought upon themselves the hatred of the masses. So the Revolution in France, counting from the fall of the Bastile, July 14, 1789, to the death of Louis XVI by the guillotine, in January, 1793, was closely correspondent to Washington's first term.

Notwithstanding the extremes to which the French revolutionists went they were followed through these four years by the sympathy and applause of a large section of the American people, and especially of those who had been carried away with the eleutheromaniac reasoning of Paine's Rights of Man.

So when Edmond Charles Edouard Genêt came with credentials from the New Republic where everybody was a plain "citizen," his landing at Charleston was the beginning of an ovation which kept up for several months. At Philadelphia he was received with such lavish expression of sympathy for France that after his credentials as minister had been accepted he began to issue commissions and letters of marque for privateers, and not only undertook to convert American vessels, with their crews, into French vessels of war, but also to encourage attacks on British vessels in American waters. As Washington had, with the advice of his cabinet, issued a proclamation of neutrality, in April, 1793, Jefferson, in June, notified Genêt that he must cease arming and equipping privateers in American ports. Genêt, in turn, defied Washington, declaring that he was acting under the treaty of 1778 made with Congress, and that only Congress had the right to deal with him, and demanding that a special session of Congress be called. Washington thereupon demanded the recall of Genêt, which, after some delay, was sent. When it came, his party, the Girondists, were no longer in power in France, but were being guillotined by the Jacobins of the mountain. So Citizen Genêt, when he lost his official standing, decided to stay in New York as a private citizen. He married the daughter of Governor Clinton, and resided in the city until his death, in 1836. In the excitement, of which he was the centre, New York was an extensive participant for and against him. There was in the popular mind a hatred of England, which had so recently bent its energies to subjugate and coerce the colonies, and whose jailers had so maltreated many who had suffered in its military prisons. On the other hand, France had acted the part of a friend in the Revolution, and some of its sons had fought for the independence of the colonies. On the other hand, there were ties of blood and of institutions. The language, the social habits, the litera-

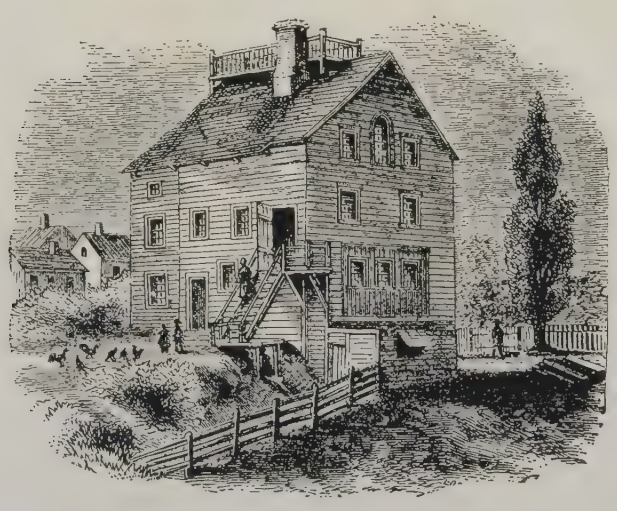
ture, the commercial methods of the Americans were essentially English. The agitation which had preceded the Revolution had been for rights as Englishmen. Imbedded in the laws were Magna Charta, the Bill of Rights, the writ of *habeas corpus,* trial by jury, and an entire jurisprudence transplanted from Britain. In the long run, the greatness of the nation and its commercial interests would be best subserved by friendship with the government of what was, to the great majority of the American people, the Mother Country.

But such was not the line of reasoning of a large part of the people. France, fighting for liberty, equality and fraternity, was to the popular mind, a figure truly heroic; and at first Citizen Genêt and his claims to recognition were sympathized with by probably a majority of the people. Many supported him to the last, but there was a revulsion of feeling when his insolence went to the length of defying President Washington.

New York's Anti-Federalists had their part in the agitation. On June 12th the vessel, L'Ambuscade, which had brought Citizen Genêt to Charleston, arrived in New York. Her captain, Citizen Gompard, and the other officers and crew of the vessel were received and entertained with much enthusiasm, the liberty cap was hoisted on the flagstaff of the Tontine Coffee House, and all true patriots were exhorted to protect it; tricolor cockades were worn and the Marseillaise sung, and New York tried to be as French as possible. Genêt, who visited New York, August 8th, was welcomed by the ringing of bells and the firing of salutes in honor of the French Republic.

About the time of Genêt's recall, Chief Justice John Jay had been appointed, in the spring of 1794, as a special envoy to England, to negotiate a treaty of commerce. Britain and the United States had not assumed complete diplomatic relations, and this precluded the appointment of a regular minister, so that the difficulties of Jay's mission were peculiarly trying, but he succeeded in negotiating a "Treaty of Amity, Commerce and Navigation between the United States and Great Britain," in 1795. This aroused the greatest excitement, and a perfect storm of invective and abuse swept the country. John Jay was denounced as corrupted with British gold. Orators declaimed against the perfidy which courted the friendship of Britain, the oppressor and foe of America, while deserting France, her friend and recent ally. Jay was burned in effigy, in New York and Philadelphia; mass meetings in New York and Boston denounced the treaty. The New York meeting was held in front of the City Hall, and Edward Livingston was called to preside. Mayor Varick and Alexander Hamilton, who tried to control the meeting within bounds, found themselves unable to do so. Hamilton, from the front steps of his home, at the corner of Broad and Wall Streets, tried to address the people, but that statesman, who had

always before been able to command attention, could get no hearing. Stones flew, and one struck him on the forehead. The secretary thereupon said without excitement, "If you use such striking arguments, I must retire," and quietly went into the house, while the mob rushed to the Bowling Green to burn what purported to be copies of the Jay treaty, and unfurl the French tricolor. Hamilton commenced writing essays under the pen name "Camillus," by which the opinion of the thoughtful was powerfully influenced. The treaty was ratified by the Senate, after some important modifications, was signed by Washington, and one of the first bodies to approve it was the Chamber of Commerce of New York, at a meeting where seventy members were present and only ten adverse votes were cast.



WHITE CONDUIT HOUSE
Built about 1782
Used first as independent church. Stood on hill at Broadway between Leonard and Anthony Streets

Meanwhile Jay, during his absence, and before the treaty had been concluded, had been elected governor of New York. He arrived May 28, 1795, in the height of the storm over the treaty, and on July 1, 1795, he was inaugurated governor. He moved from his home, at 113 Broadway, then the highest number on that street, to the Governor's Mansion, south of the Bowling Green, on the block where the new Custom House now stands. The house faced north, and gave a view of tree-lined Broadway, the Common, and fields beyond.

In September, 1795, New York was visited by an epidemic of yellow fever, during which 732 persons died from the disease. During the prevalence of the scourge business was stagnated. An article in the New York Journal, of October 17, 1795, spoke of the visitation as practically over, and congratulated the city on the fact that the mortality among those visited by the disease had not been so great as had been expected, saying: "Not more than one in twenty dies. Those who have died were for the greatest part new residents." Following this visitation, Governor Jay initiated, for the first time in New York, the proclamation of a Thanksgiving Day for this State, which was appointed for Thursday, November 26th, and was specially designated as a day for giving thanks for the cessation of the epidemic. But a worse visitation came in 1798, when 1524 people died from the disease. It was most virulent along Front Street, and in the neighboring

section of the city near the low ground, which had been rescued from the river, and bred mosquitoes in most luxurious profusion. Unfortunately, at that day there was no knowledge of the intimate connection of His Virulence *Stegomyia fasciata* with this destructive disease, nor were the people or the physicians any better informed during the much more severe visitation of 1822-1824, nor in that of 1853.

Among the matters of legislation accomplished by the Jay administration was a needed revision of the penal code. The number of offenses punishable with death was greatly reduced. A bill introduced in the legislature, in January, 1796, for the abolition of slavery, was defeated in committee of the whole, by a tie vote, the chairman giving the casting vote against it, but during Jay's second term, in April, 1799, a bill to the same effect was passed. It provided that the exportation of slaves in the State should cease, and that all negroes born in the State after July 4, 1799, should be free. They should, however, be required to serve an apprenticeship until twenty-eight years old, if males, and twenty-five years old, if females. Attempts to abolish slavery had been made before, but had been wrecked on the question of compensation to owners, but this bill, providing, as it did, for gradual emancipation, met with no very great opposition.

A penitentiary was built in New York, in 1796, and in the same year the need for a retreat where sufferers from contagious diseases could receive proper attention without spreading the contagion through the city, led to the selection of Bedloe's Island for the purpose.

The approach of the end of Washington's second term, with his known intention to retire at that time to private life, lent great importance to the election of 1796, through the country, but was not exceptionally significant in New York. John Adams, of Massachusetts, Federalist, was elected President, and Thomas Jefferson, Republican, Vice President, a bipartisan result, practically impossible under the present sytem, but not only possible, but probable, as it was arranged in the original constitution before amendment.

In the State the governor, John Jay, was elected twice as a Federalist candidate, in 1793 and 1798, but in the latter election there were large Republican gains in the legislature, reducing the Federalist majority in the Senate to eight, and gaining a Republican majority in the Assembly of twenty-eight. The leading spirit on the Republican side was Aaron Burr, one of the most brilliant men of the day, and gifted in exceptional degree with the quality of personal magnetism. He was born in Newark, New Jersey, February 6, 1856, son of Rev. Aaron Burr, D.D., second president of Princeton, and of a daughter of Jonathan Edwards, the famous theologian. His father died in 1857 and his mother in 1858, and he was brought up by

Rev. Timothy Edwards, his maternal uncle, at Elizabethtown, New Jersey; went to Princeton, from which he was graduated with distinguished honors at the head of the Class of 1772; studied theology under Rev. Dr. Bellamy, of Bethlehem, Connecticut, and law, in 1774, with his brother-in-law, Tappan Reeve, at Bethlehem, Connecticut. He served in the Continental Army with distinction from 1775, and had command of a brigade when he resigned in 1779. He began the practice of law in Albany, in 1782, and the same year married Mrs. Theodosia Prevost, widow of a British officer, and their daughter, Theodosia, was born the following year. Burr was a member of the State Assembly in 1784-1785, elected attorney-general of the State in 1789, was United States senator from 1791 to 1797, and returned to the State Assembly again from 1797 to 1799, where his leadership of the Republican majority became absolute. His chief opponent was Alexander Hamilton, and his political ambition looked toward a place on the national ticket of the Republican party.

NEW YORK HOSPITAL

Broadway between Duane and Anthony (Worth) Streets
Corner Stone laid 1773; site was then far out of town;
used as barracks by the English during their
occupation of the city

On December 14, 1799, occurred the death of George Washington. The event was sudden and unexpected, and the mourning was general. The news reached New York on the 19th, and arrangements were made for a public funeral procession and a service at St. Paul's, which was chosen because it was there that Washington held a pew and regularly worshiped during his stay at the Franklin House, in New York. In the procession a funeral urn was carried upon a bier to represent the corpse, followed by the Cincinnati, as chief mourners, other officers of the War of Independence, and the corporation of the city. Preceding the bier were all National and State military and naval forces in the city, members of all societies and lodges, civil officers of the city, State and Federal governments, consular representatives of the Spanish and British governments, and many others. At St. Paul's, Bishop Provoost read appropriate prayers, and an oration was delivered by Gouverneur Morris.

President Adams issued a proclamation setting apart Washington's Birthday, February 22, 1800, as a day of devotion and prayer, in com-

memoration of the illustrious soldier and statesman, and on that day all business was suspended in the city. The Cincinnati and the corporation attended the Dutch Church, where they listened to a most eloquent eulogy on Washington, delivered by Dr. William Linn, of that church, who bore reputation as the greatest pulpit orator in the country.

The year 1800 was an exciting one in political matters. Party lines were strictly drawn; the controversies were bitter and rancorous; even within the lines of party were clashing ambitions. The method of choosing the President and Vice President made trouble more than possible. Voters were to cast votes for two persons, who could not be from the same State. The one receiving the highest number of electoral votes should be President, the one receiving the next highest number of votes should be Vice President, and in case of a tie the House of Representatives must decide it. This rule of procedure had worked sufficiently well in the first two elections when the personality of Washington left no doubt about the first place, nor much about the second; but in the third election it had given the presidency to one party and the vice presidency to another, with only three votes difference between them. In 1800 Thomas Jefferson and Aaron Burr, both of the Republican party, were well ahead of the others, but they were tied, each having seventy-three votes, while the other three candidates, all Federalists, were John Adams, sixty-five votes; Charles Cotes Pinckney, sixty-four votes; John Jay, one vote; so although the electoral colleges had met in their several States on December 4th, the result could not be known, and even then the decision had to be reached through a path that might be full of pitfalls. Burr, who had been regarded as the Republican candidate for Vice President, only was charged with intrigue to have himself elected President in the house; some of his partisans went so far as to threaten that the northern Republicans would seat him by force if Jefferson were selected. But the decision made Jefferson President and Burr Vice President, as after thirty-six ineffectual ballots, James Addison Bayard, of Delaware, a Federalist who had been voting for Burr, changed his vote to Jefferson on the advice of Alexander Hamilton.

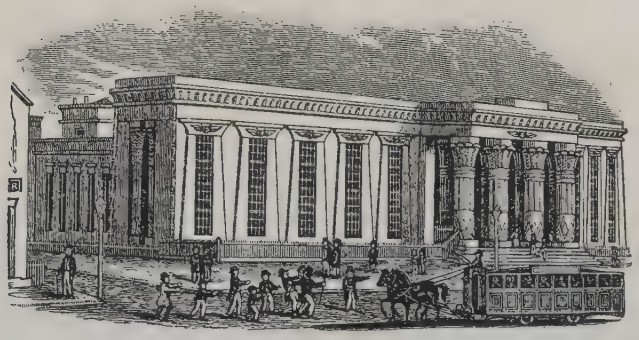
Burr became Vice President, but he had lost prestige with his party, so that in 1804, when nominations were made again (the Constitution having meanwhile been amended so as to make the situation of 1800 thereafter impossible), Burr's name was not even mentioned for the vice presidency, Governor George Clinton being nominated in his stead. Having failed there, he attempted to secure the nomination for governor of New York, but the party, controlled chiefly by the Clinton and Livingston families, passed him by in favor of Chief Justice Morgan Lewis, brother-in-law of the former chancellor, Robert R. Livingston. He then sought the Federalist nomination, but the most powerful voice in that party was that of Hamilton and Chancellor Lans-

ing was named as its candidate for governor. When Chancellor Lansing declined to make the race, Burr decided to make the race as an independent, expecting to win some of the Republican (Democratic) vote and the bulk of the Federalist vote, but he miscalculated, for while Hamilton had been socially his friend, he believed Burr to be politically unsafe and unscrupulous. His influence was cast in favor of Lewis, who was elected by an overwhelming majority. Burr had been politically dethroned in the State and nation, and he determined on revenge. He sought occasion of quarrel, and as Hamilton had not been sparing of denunciation of him politically, he seized upon some expressions which had been made by him and challenged him to a duel. Under the foolish code of the day Hamilton could not refuse; so on July 11, ~~1904.~~ 1804, in the early morning, they crossed the Hudson to Weehawken, about opposite the present Forty-second Street, shots were exchanged, and Hamilton was mortally wounded by Burr, who was unhurt, as Hamilton had fired his weapon in the air. Hamilton was brought to the city and taken to the home of his friend, William Bayard, where he died the next day, July 12, 1804. Of Burr's future career it is not necessary to go into detail here. He was indicted for murder, but left the city, and after his term as Vice President had ended he engaged in various schemes which resulted in prosecutions for treason and other crimes. His career and that of his daughter Theodosia have furnished the theme for many articles and volumes. After wanderings over Europe he returned in 1812, penniless, to New York, and resumed the practice of law. In 1833, at the age of seventy-seven, he married Madame Jumel, a widow, who owned a considerable property on Washington Heights, but they soon after were separated. He died in 1836.

TAMMANY HALL (Second Home)
Erected 1812
Southwest Corner Frankfort and Nassau Streets

Hamilton, whom he slew, lives in history as the most eminent of the early statesmen of New York, if indeed he be not the foremost in its entire history. He was a clear thinker upon political and economic problems and took a lead in announcing the views in favor of a strong central government, to which the State should be subordinate, and even more than Madison or Jay was the formulator of the principles and program of the Federalist party. He was secretary of the treasury under Washington from 1789 to 1795, when he resigned to resume the practice of law. His writings, in nine

volumes, are still looked upon as the authoritative announcement of those principles of centralized power that have been the basis of those parties which have been historically opposed by that party of which Jefferson may be said to have been the founder, first under the name of the Republican and later of the Democratic party. Hamilton was not, like Jefferson, a great political leader, for he distrusted the people and they reciprocated the sentiment to the extent that he did not have a large personal following. His death, however, wrought intense excitement, and the manner of his going created indignation in citizens of every political shade, who made haste to express their feeling of sorrow for the loss of this great statesman, who had guided the finances of the country into paths of soundness and safety, and placed its credit on a firm basis, and who was, in addition, the foremost citizen of New York. The funeral took place in Trinity Church, on Saturday, July 14th. In its churchyard is his tombstone which worthily describes him as "The Patriot of Incorruptible Integrity, the Soldier of Approved Valor, the Statesman of Consummate Wisdom."



SOUTHERN VIEW OF HALLS OF JUSTICE
Centre Street, 1812

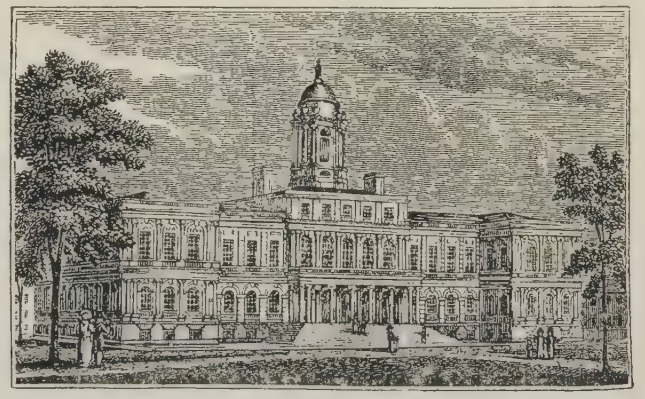
CHAPTER THIRTY

BEGINNING OF THE NINETEENTH CENTURY
FULTON AND STEAM NAVIGATION
THE SECOND WAR WITH GREAT BRITAIN

Richard Varick, who became mayor in 1789, was a member of the Federalist party, and therefore following the elections of 1800, which made practically a clean sweep for the Republicans, Edward Livingston was appointed mayor, in 1801. The census of 1800 showed the city to contain 60,515 inhabitants. It had many municipal needs, one of which was a new City Hall. In 1802 there was a call for plans on the competitive principle, a premium being offered for the most acceptable plans, and the award was given to Messrs. Macomb and Mangin. On September 20, 1803, the corner stone was laid by Mayor Livingston, in the presence of the members of the corporation and a few others, most of the citizens having left town because of the return of yellow fever. The material chosen for the building was white marble from quarries in Stockbridge, Massachusetts, which was used for the south front and the sides, but some economic soul in the Common Council argued that it was very unlikely that more than a few houses would be built north of the structure, and proposed that red sandstone should be used on the north front to save expense, and the motion prevailed. It was finished in 1812, at a cost of half a million dollars, and has been used ever since; although in the few changes made, one has been to put in a back wall of the same material as the rest of the building. From an architectural standpoint it is still, though surrounded beyond the circling park by colossal skyscrapers, one of the most attractive buildings in New York.

Mayor Livingston resigned his office in 1803, and DeWitt Clinton was appointed to the place. His uncle, George Clinton, who was the first State governor of New York, from 1777 to 1795, was again governor (being the first of the series of Democratic-Republicans holding the office) from 1801 to 1804. DeWitt Clinton was born at Little Britain, Orange County, New York, March 2, 1769. He was the first graduate of Columbia College under that name, gaining high honors for his scholarship, and after studying law with Samuel Jones, in New York City, was admitted to the bar in 1788, and he became one of the most successful members of his profession, but was especially known for his vigor and success in politics, and particularly was attached to the political fortunes of his uncle. He was elected from New York City to the Assembly, in 1797, and to the State Senate in 1798, and also became a member of the State Council of Appointment. During his terms in the legislature he showed ability as a constructive statesman,

heading movements for the abolition of slavery and of imprisonment for debt in the State. He was elected United States senator in January, 1802, being then but thirty-three years of age, but resigned after a little more than a year's service, to accept from his uncle the office of mayor of New York. This office he held, with the exception of two years, until 1815.



OLD VIEW OF CITY HALL

It was during the administration of DeWitt Clinton as mayor, and largely through his efforts, that our public school system, the most important institution of our republic, had its beginnings in New York. The germ of the idea dates back to 1802, when some ladies belonging to the Society of Friends established, with a fund contributed from their own means, a free school for girls. Although only for one sex, its benefits were so apparent that it set other minds to thinking how they could be extended. Among those who had thought most deeply on the subject were Thomas Eddy and John Murray, who called a meeting of those who would unite to provide means for the education of those hitherto neglected, to meet at the house of John Murray, in Pearl Street. Besides Messrs. Murray and Eddy, there were present at the meeting Samuel Osgood, Brockholst Livingston, Samuel Miller, Joseph Constant, Thomas Pearsall, Thomas Franklin, Matthew Clarkson, Leonard Bleecker, Samuel Russell and William Edgar. That meeting, after passing a resolution setting forth the need and public importance of free education, appointed a committee to devise plans to carry the idea into execution, which reported, a week later, to a second meeting, recommending that a memorial be sent to the legislature on the subject. A petition was therefore drawn up, signed by one hundred leading citizens, and sent to the legislature, February 25, 1805. On April 9, following, the legislature passed "An Act to Incorporate the Society instituted in the City of New York, for the Establishment of a Free School for the Education of Poor Children, who do not belong to or are not provided for by, any religious society." Thirty-seven incorporators were named in the bill, headed by Mayor DeWitt Clinton, and including many other prominent names, two especially notable being those of Daniel D. Tompkins and Dr. Samuel Latham Mitchill. The bill provided for the management of the society by thirteen trustees, and the first board, named

in the act, comprised DeWitt Clinton and the twelve gentlemen who had first met at the house of Mr. Murray. DeWitt Clinton was chosen president; John Murray, vice president; Leonard Bleecker, treasurer; and Benjamin D. Perkins, secretary, of the Public School Society, which did noble pioneer work. School No. 1 was opened on Pearl Street, near Madison Street, May 17, 1806, with forty scholars. Some of the scholars were instructed gratuitously, and others paid a nominal sum for tuition. The Public School Society sent its agents all over the city to find destitute and uninstructed children and bring them into the schools.

The system soon commended itself to public approval, though it was not without opponents, some of whom thought that those who were probably foredoomed to a life of drudgery were better without education, and others being very fearful that the system would "pauperize" its beneficiaries. But these objections practically disappeared. In 1808 the corporation of New York donated to the society the old State arsenal, at the corner of Chatham Street and Tryon Row, on condition that they should educate the children in the Almshouse. School No. 2 was built in Henry Street, on ground donated for the purpose by Colonel Henry Rutgers, and later School No. 1 was removed to William Street. Several schoolhouses were added by the society prior to 1842, when a new law was passed, providing for the maintenance of ward schools, to be entirely gratuitous, and supported by taxation. The two systems worked harmoniously together under the supervision of a board of education, until 1853, when the Public School Society completed arrangements for merger, and turned over their schools and property to the city corporation, relinquishing their charter.

The appointive offices of the State were at this period not vested in the governor alone, but in a Council of Appointment, composed of a senator from each of the four districts of the State, with the governor as chairman of the council. DeWitt Clinton was the originator of this plan, intended to solidify the power of the Republican party, and for his work in that direction he has sometimes been designated as "the father of the spoils system." In 1806 the election in the State had resulted in a majority of the Council of Appointment adverse to Mayor Clinton, who was, therefore, removed, and Colonel Marinus Willett was appointed in his stead. The Revolutionary hero was personally very popular, and it is noteworthy, also, that he was great-great-grandson of Thomas Willett, the first mayor of New York, appointed by Governor Nicolls after the capture of New Amsterdam, in 1664.

It was not a Federalist victory that brought about the change. There was within the Republican party a political feud between the Livingston and Clinton families. In the campaign of 1804, Governor George Clinton

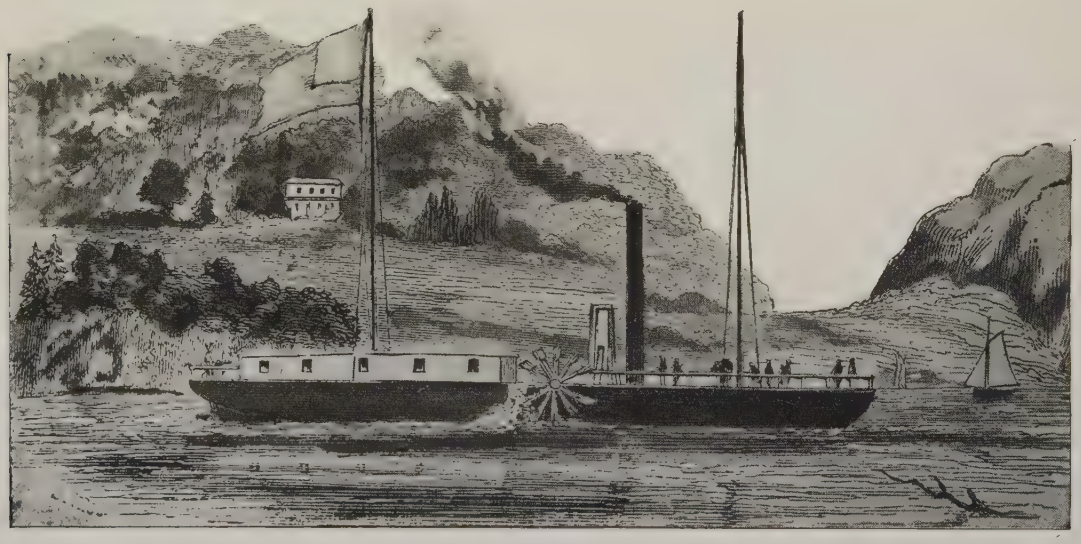
had been elected Vice President of the United States for the second Jefferson administration. Morgan Lewis, who had been attorney-general, in succession to Aaron Burr, and later chief justice of the Supreme Court, and who was a brother-in-law of Chancellor Livingston, was elected governor, and when the election of 1806 increased the Federalist vote in the legislature and the Council of Appointment, he gave his vote for Willett. The following year, however, the Clintonians again secured a majority, and DeWitt Clinton became mayor again, in 1807. In 1809 the Federalists carried the State, and for their first act the Council of Appointment, at Albany, removed Clinton and appointed Jacob Radcliff, but in the election of 1810 the Republican party again triumphed, and Clinton became mayor again, until 1815.

The most important event of the first decade of the Nineteenth Century in relation to the future development of New York and the building up of its commerce was the success achieved in applying steam to the propulsion of vessels. There has been much discussion, a good deal of it, in the earlier years of the controversy, quite acrimonious, in regard to the extent to which Fulton borrowed the ideas of predecessors, but that he built the first steamboat that made regular trips with freight and passengers, and the first that was commercially profitable, is beyond dispute.

Robert Fulton was born at Little Britain, Pennsylvania, of Irish parents, in 1765. While a young lad he was apprenticed to a Philadelphia jeweler, and his leisure time was spent in the study of painting, in which he showed such talent that he was soon painting and selling landscapes and portraits, and in four years bought with his earnings a farm, on which he placed his widowed mother. When twenty-two years old he went to London with letters to Benjamin West, the great American painter, from Franklin and other influential persons, and he continued his studies under the patronage of that great artist. Through this connection he was introduced to two noblemen who had taken a great interest in mechanics and engineering: the Duke of Bridgewater, who was owner of coal mines at Worsley, and constructed a canal connecting them with Manchester, and the Earl of Stanhope, inventor of the Stanhope printing press and inventor of several improvements in canal locks. Previous to this Fulton had become interested in mechanical and engineering problems, and his association with these two noblemen greatly intensified his activities along this line. He turned his attention to mechanical invention and was chiefly interested in the subject of canals and of steam navigation. He obtained from the British government, in 1794, a patent for an inclined plane, intended to displace canal locks, and in the same year invented a mill for sawing and polishing marble. He next invented a machine for spinning flax, and also a machine for making ropes. In 1796 he published "A Treatise on

the Improvement of Canal Navigation," of which he sent copies to the President, the secretary of the treasury, and to Governor Jay, with a letter to each calling attention to the benefits to accrue from the construction of canals in the United States.

Going to Paris in 1797, Fulton met Joel Barlow, diplomat and man of letters, and he entered with interest into the ideas of Fulton with reference to canals and steamboats, and advanced the necessary funds for the inventor's experiments with steamboat models, with which he experimented on the Seine.



THE CLERMONT
Robert Fulton's First American Steamboat, 1807

In Paris he also had the advantage of meeting and interesting Robert R. Livingston, who after serving in the Continental Congress, 1777-1781, and as secretary of foreign affairs, 1781-1783, was a member of the New York State Constitutional Convention, 1777, and first chancellor of the State, serving until 1801, then becoming United States minister to France, in which capacity he negotiated, in 1803, the purchase of the territory of Louisiana from the French government. He was a man of broad culture and versatile attainments, a famous member of a distinguished family. Like Fulton, he had been an experimenter with the problem of the application of steam to navigation, which was occupying many minds in both continents.

Thinking he had accomplished his object in 1798, he memorialized the legislature to the effect that having discovered a method of propelling a boat by means of steam he could not afford to undertake the expensive experiments necessary unless he could obtain an exclusive grant of that mode of

navigation after he had made it successful. In response to his petition an act was passed in March, 1798, conferring upon Mr. Livingston the exclusive right and privilege of navigating boats which might be propelled by fire or steam upon all waters within the territory or jurisdiction of the State of New York, for twenty years; but there was a proviso that he should, within twelve months from the date of the act, complete such a boat, which must develop a speed of not less than four miles an hour. It is said that the members of both houses, in voting for the bill, regarded it as a joke, and during its passage the measure was ridiculed and made the subject of witticisms, but Livingston was a man of power, and the bill passed easily. Livingston built a steamboat on his plans, but could not move it so fast as required by the statute.

His departure on the French mission left the subject in abeyance, but meeting Fulton and Joel Barlow in Paris, his interest was revived. Fulton, operating with funds supplied by Barlow, constructed several models at Plombières, in the summer of 1802, and in the autumn and winter built on the Seine, at Paris, a steamboat. When it was ready he named a day for the trial, inviting several scientists and friends to see it; but the night before the day fixed for the trial a gale swept down the valley of the Seine, and the boat was capsized, the machinery being too heavy for the hull, and sank in the river. Much disappointed, but not discouraged, Fulton raised the boat, finding the machinery little injured. The hull, however, was a total wreck, and Fulton at once set about building a new one, sixty-six feet long with eight feet beam, which he propelled successfully along the Seine with the use of steam-driven paddle wheels as the propelling device. Many distinguished Parisians, including the officers of the Institute of France, had been invited to witness the trial, which was in all respects a success, except that the vessel did not develop the anticipated speed. Fulton felt that this was due in part to deficiency in power of the engines, and partly to defective construction of the boat itself. He had demonstrated the practicability of steam navigation, and he set to work to improve upon his models so as to get increased speed which, he felt, was a matter of modification and development. He was convinced that steam-driven paddle wheels were a thoroughly efficient means of propulsion.

Chancellor Livingston was also pleased with the experiment, which they decided to repeat, with modification, in New York. An engine of greatly increased size and power was ordered from the famous engine works of Boulton & Watt, at Birmingham, England. After making and successfully operating a model at Barlow's country seat, near Washington, Fulton set about building the hull in New York, and Chancellor Livingston secured a new grant to himself and Fulton, conferring upon them the exclusive right to navigate the waters of the State of New York by steam, provided that they

should produce a steamboat of at least twenty tons burden capable of moving against the current of the Hudson at a rate of at least four miles per hour. A later act extended the time to April, 1807.

During the progress of the work the experiment was a popular joke. Few expected success, and nearly every man felt himself competent to ridicule the entire project. The building was carried on at Charles Brown's shipyard, on the East River, and the vessel, as completed, was 130 feet long, 16½ feet wide, 4 feet deep, and of 160 tons burden. The wheels were fifteen feet in diameter, with paddles four feet long, having a dip of two feet. The equipment included a boiler twenty feet long, seven feet deep and eight feet wide, and the steam cylinder was twenty-four inches in diameter, and had a stroke of four feet. A preliminary trip from the shipyard to the Jersey shore satisfied the inventor that he was going to be successful. It was made early in the morning, a few days before the regular trial trip, to the great surprise of those on board the ships anchored in the harbor, who were the only witnesses. On Monday, August 11, 1807, the vessel, which had been named the Clermont, after Chancellor Livingston's country seat, made its trial trip. The wharf from which the start was made was crowded with spectators, many of whom made sarcastic remarks, and the majority expecting a *fiasco*. Fulton, writing about the occasion to his friend, Joel Barlow, said that there were perhaps not more than thirty persons in the city who believed that the boat would move more than a mile an hour, or be of the least utility. But when the hawser was cast off at one o'clock the vessel started, and at once, under perfect control, started up the river, against wind and current, and without any other power than that of steam, and at one o'clock on Tuesday arrived at Clermont, Chancellor Livingston's country house, one hundred and ten miles in twenty-four hours. The next day he left the chancellor's, at nine in the morning, with the steamboat, making the trip of forty miles to Albany in eight hours. On the return trip the Clermont left Albany at nine o'clock on Thursday morning, arriving at the chancellor's at six o'clock, leaving there an hour later and reaching New York at four o'clock the next afternoon, thus making the return trip of one hundred and fifty miles in thirty hours running time, or five miles an hour.

In this trial trip Fulton discovered several alterations and repairs that were necessary for the greater perfection of the Clermont, including changes in the paddle wheels, which had greatly increased the speed, and changes which made the boat more convenient for travelers, and all through the rest of the autumn the steamer made quick and regular passages as a packet. An amusing result of the success of the Clermont was that the owners of sailing vessels combined and sued out an injunction to restrain Fulton from running the Clermont, on the ground that the right

of navigation of the river was theirs by prescription, as from the first the navigation of the river had belonged to them. It seems strange now that such a ridiculous claim should have reached trial, but it did, and Daniel Webster won the case for Fulton and Livingston. The legislature, in 1808, passed a law adding five years to the exclusive privileges of Fulton and Livingston for every new boat added, provided that the entire term should not exceed thirty years.

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VIEW OF WALL STREET, 1825

The jealousy and enmity of others in the river transportation business led to several attempts to destroy the Clermont, by running afoul of her, and in other ways, and special laws, making such action criminal, were passed. Numerous patent suits had to be defended and prosecuted to sustain the monopoly granted to Fulton and Livingston, but it was upheld, until 1824, when it was set aside by the Supreme Court of the United States. The City of Neptune, of 295 tons measurement, was built in 1808, and The Paragon, in 1811, and several other vessels were added to the New York-Albany line.

Another and very valuable part of the steam navigation interest was introduced by Fulton, in 1812. During that year he constructed two steam ferryboats for the North River, and these boats, being each composed of twin hulls, united by a deck or bridge, sharp at both ends, so that they could move backward or forward with equal facility, were such a success that he soon built two others for the East River. Fulton also invented for them the floating or movable dock, and the method by which the boats were brought to them without shock.

The course of Great Britain, in respect to the commerce of the United States, was arrogant and exasperating, notwithstanding the treaty of 1795. In the war between England and France, each of the combatants blockaded the ports of the other, and captured all American vessels that attempted to enter, in spite of the neutrality that was strictly maintained by our government and people. England continued to search our vessels, and to impress into her service American seamen, claiming that English seamen, having once been English subjects always remained such, it being a national motto that "Once an Englishman, always an Englishman." The claim of our government, on the other hand, was that an English-born subject could become an American by naturalization. One of the reasons impelling English commanders to this course was that many English seamen, on entering American ports, deserted, and after procuring fraudulent naturalization papers, would enter the American service, the reason being that seamen were better treated and better paid on American vessels.

Commanders of English war ships, therefore, insisted on searching American ships and taking off American seamen on the charge that they were deserters; and English cruisers infested our coast and halted vessels as they entered or left the harbors, searching for seamen, so that before the war began over 900 American vessels had been searched, and more than 4000 Americans had been impressed into the English service. The attack made in June, 1807, on the frigate Chesapeake, by the British man-of-war Leopard, off the coast of Virginia, was one of the most flagrant of the insults in this period. An affair of a similar kind occurred at the entrance to the lower harbor of New York, as early as April, 1806, when the British frigate Leander, Captain Whitby, while cruising off Sandy Hook, fired into the American sloop Richard, a coasting vessel, and killed one of her men. The corpse was brought to New York and publicly buried, and public meetings were held, demanding that reparation be made by the British government; but though Captain Whitby was sent home to England and tried by court-martial, he was acquitted without punishment or even censure. The Leopard's attack on the Chesapeake, the following year, was followed by a proclamation forbidding British armed vessels to enter Amer-

ican waters until reparation for that attack had been made by the British government, and security given against future aggressions.

Jefferson's policy was opposed to war. He believed that international disputes could be settled by peaceful means, and in the present condition of trade, when American vessels were debarred from trade in France, by the British "Orders in Council," issued in 1806, and from English ports by Napoleon's "Decrees" of 1807, he thought that he could force them to reasonable and equitable treatment of the United States by refusal to trade with them. As an expression of this policy he secured the passage, in December, 1807, of the Embargo Act. This was a statute prohibiting all American vessels from leaving the United States for foreign ports and foreign vessels from taking cargoes out of the United States.

Jefferson was mistaken as to the effect of this policy. The event proved that England and France could do without our trade much better than we could do without theirs. Our ships went out of commission and lay idle at the wharves, commerce was destroyed, business was paralyzed, and failures occurred in every part of the country. Especially disastrous was the working of the Embargo in New England, New York and Philadelphia, in which nearly all foreign intercourse centered. In New England the sentiment against the measure was especially intense, and some of the Federalist leaders in that section threatened that the Eastern States should secede from the Union. Finally, with Jefferson's consent, the Embargo Act was repealed, just before the close of his term, James Madison becoming President on March 4, 1809. Soon after Madison's inauguration he received from the British minister, Mr. Erskine, a promise that the obnoxious "Orders in Council" should be repealed before the 10th of June, 1809, and, acting on this promise, Mr. Madison proclaimed the resumption of commercial intercourse with England, but as the British government promptly disavowed the pledge of its minister, the President again proclaimed nonintercourse. France, in March, 1810, revoked the Napoleonic "Decrees," and American commerce was resumed with that country.

In the summer of 1809 there was a celebration, under the auspices of the New York Historical Society, of the two-hundredth anniversary of the discovery of the island of Manhattan by Henry Hudson. Literary exercises were held in the front courtroom of the City Hall, the principal feature of the occasion being a learned and appropriate address by Rev. Dr. Samuel Miller, one of the founders of the New York Historical Society, which was organized in 1804, and has been a most effective and valuable agency for the preservation of the annals of the city and colony, and the promotion of historical research. In the evening there was a dinner at the City Tavern, where the members of the society and invited guests drank

toasts and listened to addresses on historical and patriotic themes. That the existing international troubles were not forgotten is indicated by the subjects of two of the toasts: "A Speedy Termination of Our Foreign Relations," responded to by Simeon DeWitt, and "The Mouth of the Hudson—May it Soon Have a Sharp Set of Teeth to Show its Defense," responded to by Mr. Galen, Swedish consul.

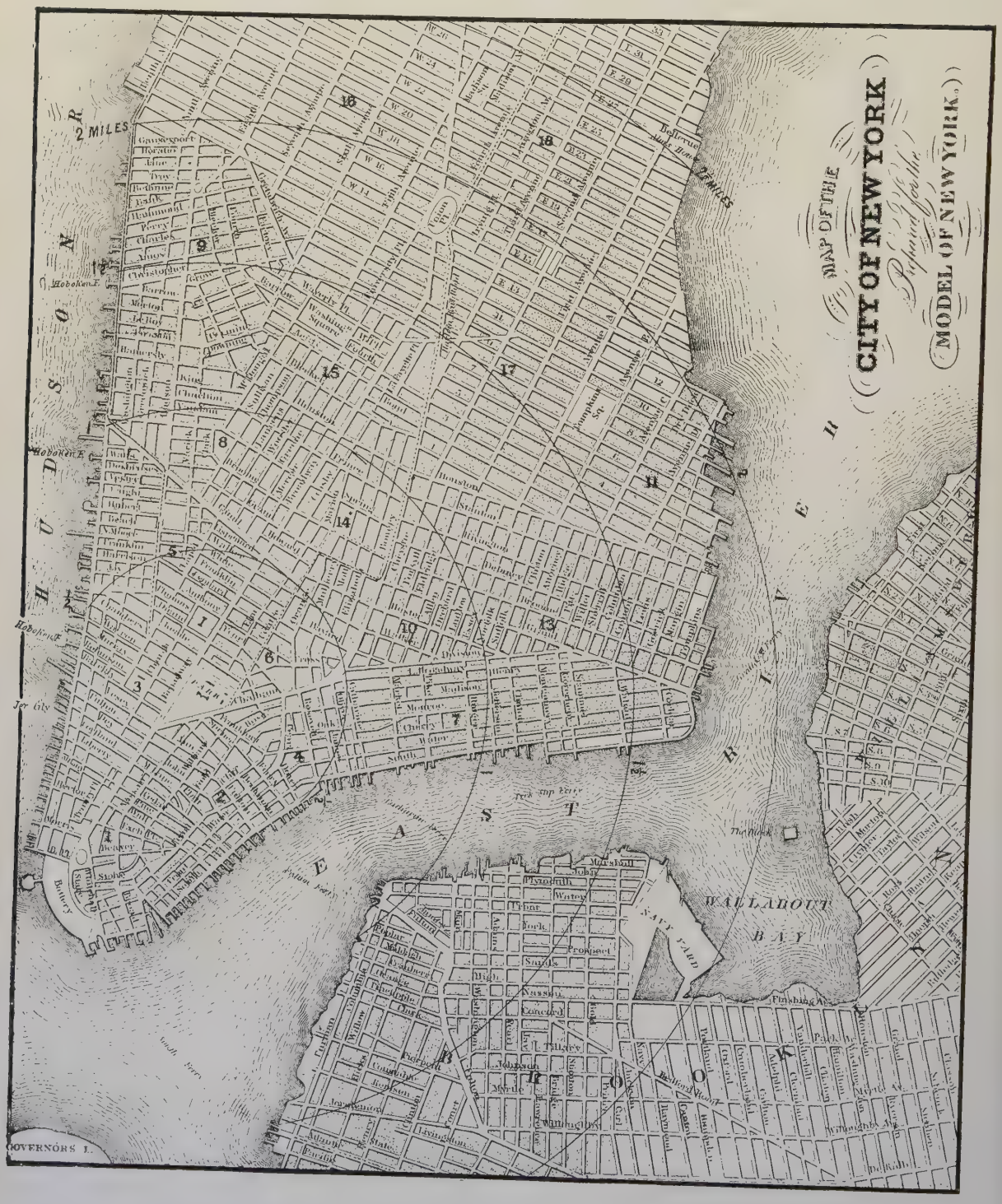
THE STONE BRIDGE, 1800
At Canal Street and Broadway

Among the improvements of that period was one of engineering, which transformed the region about what is now Canal Street. This was, along its whole modern course, low and marshy, and in the wet season partially overflowed, so much so, in fact, that it is stated that sometimes, at exceptionally high tides, the waters of the Hudson and the East River met in the centre of the island. Tiny streams, that had their rise about the present intersection of Broadway and Canal Street, flowed, some east and some west, adding to the dampness of that region. It was difficult to get the landowners and the corporation together, but finally it was proposed to cut a canal which should go one foot below low water mark and run direct from the East River to the Hudson. A special commission, composed of Simeon DeWitt, Gouverneur Morris, John Rutherford and S. Guel, was appointed under an act passed by the legislature, which was given extensive powers, including not only the laying out of this canal, but also exclusive power to lay out streets, roads and public squares of such width, extent and direction as to them shall seem most conducive to the public good, and to shut up streets not accepted by the Common Council within that part of New York north of an irregular line, of which the present Houston Street (then called North Street) is the most southern portion.

The commission laid out Canal Street, with the canal in the centre and broad thoroughfares on each side, both banks of the stream being set with shade trees. It drained the portion of the Collect Pond which had not already been filled in, and it relieved the city from many of the breeding spots of our now familiar foe Anopheles, who, however, was not then known as the author of the malaria which was then especially prevalent in the lower end of Man-

hattan. But it did not drain all the low places, which finally disappeared in the uniform leveling, filling in and grading of the downtown section. The canal was, several years after, bricked over and became a sewer, and the trees were cut down, making the present wide street.

Canal Street was only one of the results of the commission's labors. The laying out of streets in the lower part of the city had been conducted with very little system and, having full power, they laid out the extensive and then largely rural section of the city between North (Houston) Street and Harlem and from river to river, upon a systematic plan, laying out the present numbered avenues from First to Twelfth, and the four short avenues on the east from A to D, all running north and south and each one hundred feet wide, with transverse streets, also numbered, from First to One Hundred and Fifty-fifth, all sixty feet in width except Fourteenth, Twenty-third, Thirty-fourth, Forty-second, Fifty-seventh, Seventy-second, Seventy-ninth, Eighty-sixth, Ninety-sixth, One Hundred and Sixth, One Hundred and Sixteenth, One Hundred and Twenty-fifth, One Hundred and Thirty-fifth, One Hundred and Forty-fifth and One Hundred and Fifty-fifth, each of which was, like the avenues laid out, one hundred feet wide. The report of the commissioners said that while some might think they should have extended their plans to cover all of Manhattan Island, they had no doubt that in carrying them so far north as One Hundred and Fifty-fifth Street, and thus providing "space for a greater population than is collected at any spot this side of China," they had provided many people with a subject for merriment, but they thought it probable that in the course of years considerable numbers might collect at Harlem before the high hills to the southward of it would be built upon as a city, while it was not at all probable that houses would cover the ground north of Harlem Flats for "centuries to come." The work of the commission was well done. Their views of the future, moderate as they seem, when set alongside of the historic facts of the city's growth, were considered very optimistic in those days, and as the commissioners expected, many a jest was leveled at their projection of the city into the surrounding wilderness. But in their wide planning they builded better than they knew, and it is a pity that their plans were not extended for miles beyond so that there would have been equal coherence in the laying out of what is now the borough of the Bronx. But had they done so they would have been deemed absolutely insane. Nobody in those days had dreams so wild as to picture the Bronx as a possible part of the New York City of the future. The commissioners, in extending their plans to One Hundred and Fifty-fifth Street had gone the limit in that direction. Optimism of that sort was very rare. About the same time, according to Stone's History, a Lutheran church in the downtown district was in need of funds and contributions were solicited from its friends. One of those solicited offered to


MAP OF THE
CITY OF NEW YORK
and
MODEL OF NEW YORK
2 MILES
HUDSON R.
EAST R.
NEW YORK BAY
WALLABOUT BAY
NAVY YARD
Hoboken F.
Jersey City
Battery
Governors I.

donate to the church a tract of six acres near the stone bridge at the intersection of Broadway and Canal Street, but the trustees, after taking the matter under advisement, declined the gift, on the ground that the land was not worth the trouble of fencing in.

The State election which occurred in April, 1811, was locally notable and contested with great acrimony. Daniel D. Tompkins, who had been elected governor in 1807, was renominated by the Republican party in 1811, and his reëlection was a foregone conclusion, but the contest centered about the lieutenant governorship, for which DeWitt Clinton was nominated. The Tammany Society, which was then, as since, a great power in politics, bolted the nomination, alleging a belief that he was too much of an aristocrat to be the nominee of the Republican party, but really, of course, because he was not enough of a Tammany man. So Tammany nominated Marinus Willet as its own candidate, while Colonel Nicholas Fish was the candidate of the Federalists. Many Tammany voters gave their votes to Fish, who led the poll by receiving 2044 votes to 678 for Willett and 590 for Clinton in the city. The great popularity of Clinton in the country, however, gave him more than enough votes to counterbalance his losses in the city. He was elected lieutenant governor and for two years held that office, at the same time retaining the office of mayor, which he continued to hold until 1815.

In 1811 the situation between the United States and England became so tense that war seemed likely to be the outcome, though New England and the Federalists were strongly opposed to the war policy. The proposition to admit Louisiana as a State was another bone of contention. Josiah Quincy declared in Congress that "If Louisiana be admitted, New England will separate from the Union, amicably, if she may, forcibly, if she must!" But Quincy and Massachusetts changed their minds on the subject, though Louisiana became a State in 1812.

England had thousands of our citizens in British ships and prisons whom she had taken from our ships on the pretext that they were British subjects, and was constantly stopping and searching American vessels. The war spirit rose, and as a consequence of the refusal of England to modify her policy toward neutrals, an embargo upon all American shipping for sixty days was proclaimed by Madison as a preliminary to hostilities. On June 1, 1812, the President sent a message to Congress, in which he enumerated the American grievances against England, chief among which were the impressment of American seamen, the extension of the right of search to American war vessels, the "paper blockade" established by the British "orders in council," and the alleged efforts of the English to persuade the Northwestern Indians to attack the Americans. In conclusion, the President recommended a formal declaration of war, which recommendation was carried out by Congress, June 18, 1812.

Such a declaration would have been foolhardy, considering the great disparity in power and resources between the two nations, had not Great Britain then been engaged in a war with Napoleon. English mastery of the seas seemed complete, and its army was large and well organized, thoroughly drilled and most effectively equipped. The United States had to create an army practically from raw material, for the veterans of the Revolutionary Army were almost all past effective age. The disgraceful surrender of Detroit by General Hull, on August 16th, was disheartening, and though General Van Rensselaer did better work at Niagara Falls and Queenstown in October, he was driven back across the border and many of the militia refused to make further attempts to cross the boundary line, claiming that the Government had no right to send them there. The Federalist party, opposed to the war, defended that doctrine, and General Van Rensselaer resigned in disgust.

On the sea, the American forces had given a better account of themselves. The United States frigate Constitution captured the British frigate Guerrière on August 19th; the Wasp took the Frolic, October 18th; the United States captured the Macedonian, October 25th; and the Constitution took the Java, December 29th.

While this war was going on the presidential election took place. Madison for President, and Elbridge Gerry for Vice President were the nominees of the Republican party, while DeWitt Clinton, who had been the New York leader of that party, but was opposed to Madison, took the nomination of the Federalist party for President, with Jared Ingersoll as the candidate for Vice President. Madison received 128 and Clinton 89 electoral votes, while Gerry defeated Ingersoll by an electoral vote of 131 to 86.

During 1813 the war continued with varying success, but the Americans made a better showing on land than in 1812, because of Commodore Perry's capture of the English fleet of six vessels on Lake Erie, and Harrison's success in the battle of the Thames, against the British under General Proctor, in which the chief, Tecumseh, was killed. The successful entry into Chesapeake Bay of a British fleet which landed troops that entered Washington and burned the government buildings occurred in August, 1814, but the subsequent attack on Baltimore was unsuccessful. Before that, from the summer of 1813, the fortunes of war on the sea had alternated between British and American success. The Federalists of New England met in convention at Hartford, from December 15, 1814, to January 5, 1815, in opposition to the war and the administration, but while they were deliberating, the treaty of Ghent, ending the war, was concluded, December 24, 1814, and in ignorance of its conclusion General Pakenham was defeated with great loss by a much smaller force under General Jackson, in the battle of New Orleans, January 8, 1815.

One of the aids to the Americans, during the war, which was especially effective, was that rendered by the American privateers, who, during the war, captured about three hundred British vessels and took about three thousand prisoners. Of these privateers there were outfitted and sent out from New York fifty-five vessels.

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ST. PAUL'S CHURCH AND BROADWAY STAGES, NEW YORK, 1827

During the war the people of New York united in the strengthening of the city's defenses, with the official efforts of the government and city authorities, and many volunteers aided in the work. After the United States had captured the British frigate Macedonian, the two vessels went to New London and thence, after repairs, to New York, but were much delayed by the difficult passage of Hell Gate. Captain Decatur was induced to leave his vessels in Long Island Sound, in order to attend a banquet given in his honor in the City Hall (Broadway and Thames Street), in New York, on

December 12, 1812. Captain Hull, of the frigate Constitution, who had received the freedom of the city the day before, also attended, and five hundred gentlemen sat down at the banquet tables. When the Macedonian reached New York, January 1, 1813, her presence added greatly to the joyful manifestations with which New York has always greeted the New Year, and the crew of the United States were entertained, on January 7th, in the same banquet room where her commander had been received a few weeks before. Other demonstrations of equal cordiality were soon after given in honor of Captain Lawrence and Commodore Bainbridge.

After the battle between the Shannon and Chesapeake, June 1, 1813, and the later death of Captain Lawrence and Lieutenant Ludlow, from wounds received in that action, their bodies were brought to New York, and the public funeral procession to Trinity churchyard, September 13th, was witnessed by between twenty thousand and thirty thousand people.

One of the locally interesting incidents of the war was that of the Yankee, a fishing smack, which was fitted out in New York to capture the British sloop of war Eagle, which went out of the harbor, on July 4, 1813, having on deck a calf, a sheep, a goose, and three fishermen. The smack was overhauled by the Eagle and ordered to report to the commodore. At the signal-word "Lawrence!" forty men, who had been concealed below, with their muskets, rose and fired together, and at one volley killed three of the enemy and drove the rest below. The sloop of war struck without firing a gun, and was taken to New York, where the anniversary of independence was being celebrated on the Battery.

During the war, several companies of militia were organized and drilled, and preparations of every kind made to repel attack by land or sea. Mayor Clinton, who held the office during the entire war, was patriotic in his efforts to make the city's defenses complete. He had been opposed to the war, and as leader of the peace wing of the Republican party, had been taken up by the Federalists as their candidate, against Madison, for President, in 1812. But when the war was actually begun he hesitated not at all in his allegiance to his country's side of the war.

The news of Jackson's victory at New Orleans, on January 8th, reached New York on February 6, 1815, and great was the rejoicing in the city, which had been deeply depressed by the burning of Washington in the previous August, but when the still more glorious news of the signing of the Treaty of Ghent came to hand, on the night of February 14th, men with lighted torches ran through the streets shouting "Peace! Peace!" until the streets were full of the sound. War between the United States and England was over, and has never been resumed, and God grant that it never shall again!

CHAPTER THIRTY-ONE

RECOVERY FROM EFFECTS OF WAR POLITICS, EPIDEMICS, RIOTS AND CONFLAGRATIONS—THE PANIC OF 1837

New York had occasion to manifest joy at the return of peace. The war had prostrated the city's commerce and ruined many of its wealthy citizens. Peace brought opportunity, trade, markets, and although Great Britain had not, in the treaty, disclaimed the right of search, and other outrages against American commerce which caused the war, she did, in practice, abandon them.

Ships that had been idle for years came out of creeks, and coves, were repaired and repainted, and soon became busy; stores, warehouses and factories assumed an activity greater than for years before, and the country at large took part in the revival. The revenue collected by the United States government, which had only aggregated $4,415,362 in 1814, increased to $37,695,625 in 1815, of which the port of New York alone furnished $16,000,000.

Reference must be made to political events, which have always had much to do with the activities and progress of the city. By the elections of 1814, the Federalists had gained control of the Council of Appointment, and as a consequence DeWitt Clinton was removed from the office of mayor and John Ferguson was appointed in his stead, but the latter was in the federal service as naval officer in the customs service, he was held to be incapacitated for the mayoralty, so he resigned the office of mayor, and Jacob Radcliffe, who had served as mayor for a year, in 1809-1810, was again appointed to the office. At the charter election of 1816, the Republicans, who at that time adopted the name of "Democrats," carried six of the ten wards, and they were equally successful in 1817. As a national party, the Federalists did not long survive the Hartford Convention. They nominated Rufus King, of New York, for President, and John Eager Howard, of Maryland, for Vice President, in 1816, but King received only thirty-four and Howard only twenty-two electoral votes, while on the Republican ticket, James Monroe, of Virginia, for President, and Daniel D. Tompkins, of New York, for Vice President, were each given 183, and were elected. In New York, DeWitt Clinton was elected governor of New York by unanimous vote of all the parties in the field, as successor to Governor Tompkins. The latter had an excellent record as governor, and was especially able as a war governor in raising and equipping troops. In January, 1817, he sent in his last message to the legislature, in which he recommended

the enactment of a law, which the legislature at once passed, declaring that all slaves in the State should become free on and after July 4, 1827. He went from the governorship into the vice presidential office for eight years, being reëlected with Monroe, in 1820.

The dislike of Tammany for Clinton, which has been before mentioned, had begun several years before, and had been part of a well-defined

EARLY VIEW OF BROADWAY FROM THE PARK

cleavage of the Republican party into factions. They had been designated, statewide, as Madisonians and Clintonians, from 1812 until the close of Madison's administration, but after that the faction opposed to Clinton were called "Bucktails," after an ornament worn by a certain section of Tammany, who had been especially conspicuous in their war on Clinton, and the designation, at first local, became applied to that wing of the Republican party throughout the State, and, after the disappearance of the Federalist party, became the dominant factor in State and municipal politics for several years.

In those days, antedating the telegraph, local factions in politics were little known in other States, and while by New Yorkers the distinction between the Bucktails and the Clintonians was very well recognized, outsiders knew little or nothing about the division. This was ludicrously illustrated, when, on Washington's Birthday, 1819, a grand ball was given by the Fourteenth (now the Seventh) Regiment, in honor of General Jackson, the hero of New Orleans, at the City Hotel. Among those present, the leading lights of Tammany were very much in evidence. In the crowded dining room the toast was given: "To General Jackson: so long as the Mississippi rolls its waters to the ocean, so long may live his great name and glorious deeds." After the cheers had subsided, the general made reply, and then proposed the toast: "To DeWitt Clinton, governor of the great

and patriotic State of New York." There were Clintonians enough present to give the toast assent, but the Bucktails, who looked upon Clinton as their greatest foe, were utterly confounded. Great confusion followed, and the general left the room. The affair was satirized by Fitz-Greene Halleck (under the nom de guerre of "Croaker"), in a poem entitled,

"The songs were good, for Mead and Hawkins sung 'em,
The wine went round, 'twas laughter all, and joke;
When crack! the General sprung a mine among 'em
And beat a safe retreat amid the smoke.
As fall the sticks of rockets when you fire 'em,
So fell the Bucktails at that toast accurst,
Looking like Korah, Dathan and Abiram,
When the firm earth beneath their footsteps burst."

It is said that General Jackson, at that time, was not acquainted with Clinton personally, but had, from what he had heard about him, conceived a great liking for the governor.

The Bucktails continued to hold the majority in city elections, but the adherents of Clinton were strong in the State. In the charter election of 1818, the Bucktail faction elected their candidates in six wards, the Clintonians in one, and the Federalists in three. By the governor's casting vote in the Council of Appointment, Jacob Radcliffe was removed from the mayoral chair, and Cadwallader D. Colden, grandson of the former lieutenant governor of the province of New York, was appointed mayor, and in 1819 Richard Riker was removed from the office of recorder, and Peter A. Jay was appointed to the place. In the charter election of 1820, the Bucktails carried every ward in the city, except the second, and the legislative elections, in the following autumn, resulted in a victory of the same party, gaining them also a majority on the Council of Appointment, which enabled them to remove Colden and appoint Stephen Allen as mayor, and again make Richard Riker recorder. The same faction won all the wards except the first and second, in 1821, and in 1822 they made a clean sweep in every ward in the city.

MOUNT WASHINGTON COLLEGIATE INSTITUTE
Washington Square, Fourth Street, about 1820

This faction of the Republican party had for years been anxious to bring about the downfall of Clinton. While mayor, he had been appointed a member of the Erie Canal Commission, and had taken such a deep interest in the matter that he had become the most powerful promoter of that great project of internal improvement, which he regarded in the most optimistic manner, and which he had set his heart upon seeing accomplished. Those opposed to the project constantly referred to it as "Clinton's Folly," but by doing so tended to make the impression wider that Clinton and the Canal were inseparable as an issue. It was upon that issue that he was elected governor, in 1817, and re-elected in 1820. In 1822 he declined a renomination, for the reason that the other faction had gained ascendency. That faction was headed by Martin Van Buren, who, from 1820, headed that group of Democratic politicians resident in Albany which, with various changes in membership, ruled their party in the State, and largely influenced its policy in the nation for twenty-eight or thirty years. It was popularly known as the "Albany Regency."

CORNER OF BROADWAY AND MURRAY STREET, 1820

While politics in those days formed a large part of the citizen's life, the City of New York found matters of really greater importance to attend to. While Great Britain maintained some restrictions upon trade, especially trade with the East and West Indies, after the treaty of Ghent, the other European nations anxiously solicited American trade, and welcomed American products. Trade greatly revived, and new projects of lasting value to the city were inaugurated. In 1816 the famous "Black Ball" Line of clipper packets to Liverpool was established, and in rapid succession the establishing of the "Red Star," "Swallow Tail" and other lines followed, until instead of irregular departures, as before, the schedules were so arranged that there were weekly sailings, and the average outward running time of the Black Ball clippers was twenty-two days, and the homeward time twenty-nine days.

The winter of 1817 was exceptionally cold, and the ice was solid from New York to the Jersey side, on the Hudson River, so that people easily crossed on the ice. The next winter was also a very cold one, and besides the freezing of the Hudson, the Sound was also frozen over from Long Island to the Connecticut shore. Tents were erected by various enterprising outdoor merchants, on the ice, where hot potatoes, roasted clams, oysters and other things, likely to prove comforting to the pedestrians, were dispensed, and these were carried on until the 17th of February, in 1817.

One of the notable events of 1818 was the removal, from Quebec, of the remains of the gallant Major General Richard Montgomery, of the Continental Army, who was killed in the assault on Quebec, December 31, 1775. The body was brought to this city and interred in St. Paul's Church, with impressive ceremonies and military honors. A beautiful cenotaph, voted by the Continental Congress, in 1776, to his memory, stands in the Broadway front wall of the church.

On May 25, 1820, the old Park Theatre, on Park Row, near Ann Street, which was first opened January 29, 1798, was burned to the ground. It had been the home of the classic drama, in which Sheridan's comedies, and other foremost plays of that era, had received their American premier productions. Its destruction was greatly mourned by friends of the drama, but it was replaced, in 1821, by a new and finer building, erected on the same spot by John Jacob Astor and John K. Beekman. This new theatre was closed soon after its opening, owing to the yellow fever epidemic which broke out in that year, and was not reopened until the autumn of 1822. This second Park Theatre was burned in 1849.

Visitation of the city by the dreaded "yellow jack" occurred in 1819, and again in 1822 and 1823. Before the last-named year, the disease had always appeared first on the eastern side of the city, but on this occasion it began on Rector Street, near the North River, a part of the city which had been regarded as the most salubrious, and all the cases were in that section. It made its first appearance on June 17th, and remained until November 2d. All who could, left the city; business was practically suspended, the Custom House and the banks removed into temporary offices in Greenwich village, and the streets below the Park, which were included in the infected district, were walled up by the Board of Health, and all the residents of houses within the walled district were induced, or, where necessary, compelled to leave their homes until the return of cold weather. This was the last visitation of yellow fever, as an epidemic, to New York. The number of deaths from the disease that year was two hundred, which was not nearly as many victims as on most of its previous visitations to

New York. This low death rate was credited to the vigorous measures adopted by the health authorities. The quarantine station was established on Staten Island, in 1821.

In the summer of 1824 the great event was the visit of the great General La Fayette, who arrived in New York in the ship Cadmus, accompanied by his son, George Washington La Fayette, and his secretary, Auguste LeVasseur, on Sunday, August 15th, landing on Staten Island, where he was entertained until the next day by Daniel D. Tompkins, then Vice President of the United States. On the next day he was escorted up to the city by a great naval parade, including every kind of vessel, steam or sail, with manned yards, flags flying, bands of music and everything which could be devised to add to the cordiality of the occasion. Washington's famous ally was taken by surprise. He had not dreamed of so public or so warm a welcome. Though a nobleman of high rank and a statesman of distinction, his fortune had been greatly reduced and he came with some misgivings as to whether his slender means would permit him to see much of the country. But America, at least as far as La Fayette was concerned, was not the proverbially ungrateful republic. It remembered his services in behalf of American independence, and gave him such a welcome as had never been accorded before to any visitor to these shores. Landing at Castle Garden, he was welcomed by the corporation, headed by Mayor William Paulding. He was then taken to a reviewing stand to review the troops drawn up in line at Battery Park, under command of Major General James Benedict. From there he was taken in a barouche, drawn by four horses, up Broadway to the City Hall. Cheering thousands lined the way; every place of vantage, on porches, window sills and roofs, along the route was occupied. Arrived at the City Hall, the mayor welcomed him in an appropriate speech, to which the general made a brief but fitting reply. He was given a brilliant reception and banquet at the City Hotel, and a large suite of rooms and ample provision for himself and suite were provided by the city. He remained until the 19th, was taken to see all of the city's institutions, visited Harlem under a military escort, and was fêted and entertained by the leading citizens as well as many of his old comrades in arms. Daily, during his stay, he held a public reception in the council cham-

CASTLE GARDEN
A fort in 1812

ber in the City Hall and shook hands with thousands of people, and when he departed for his tour of the country he was escorted for several miles out of the city by a detachment of troops. On his passage through the city (after visiting Boston), on September 10th, he was again entertained, including a grand concert of sacred music at St. Paul's Church, and when, after thirteen months of hospitality from the government, municipalities and people of the United States, he returned in September, 1825, to New York, to embark on his homeward voyage, he was bid adieu by the citizens at a fête at Castle Garden, which was the most elaborate function that had, up to that time, been given in this country.

After 1820 the selection of the mayor of New York was taken away from Albany, the Board of Aldermen, by enactment of that year, being substituted for the State Council of Appointment as the appointing power. Stephen Allen was mayor for 1821 and 1822, and was succeeded by William Paulding, who was mayor for the years 1823 and 1824. Philip Hone was appointed mayor in January, 1825, but served only one year. He was afterward, by appointment of Zachary Taylor, naval officer of the port of New York, serving from 1849 to 1851. Mr. Paulding again filled the office in 1826 and 1827. Mayor Paulding was a native of Tarrytown, New York, and nephew of John Paulding, who captured Major André. He settled in New York about 1795, in the practice of law, married a daughter of Philip Rhinelander, and was elected to the Twelfth Congress in 1810, but was absent from the last session of that Congress because of military duty. He took an active interest in raising and equipping militia regiments for the War of 1812, and rose to the rank of brigadier general of militia. He took the lead in the honors to La Fayette on his visit to New York in 1824.

When DeWitt Clinton declined to stand for nomination to the governorship in 1822, it was because he felt that the Albany Regency was so strongly intrenched in political power that it might be able to accomplish his defeat. Martin Van Buren and his companions in the Regency as well as the Bucktails in New York were much delighted that their years of endeavor in that direction had at last resulted in the final elimination, as they thought, of Clinton from the political situation. He was still, however, a member of the Erie Canal Commission, of which he had been the chief promoter and central figure from 1810. To complete the discomfiture of their greatest foe, by striking him where it would hurt most, they removed him from the commission. The canal project now approaching completion had, in its earlier and more doubtful years, been called by its opponents "Clinton's Big Ditch" and "Clinton's Folly." But now no one called it folly, and his enemies determined to eliminate him from the work of which he had for so many years been the centre and dynamic.

But the way they took to accomplish it defeated their object. A storm of public indignation at this action took the situation entirely out of the hands of the bosses, and swept Clinton back to the governor's chair. So that instead of elimination, they had dealt exaltation. Clinton was elected governor in 1824, and was in that office until February 11, 1828, when he suddenly died at Albany.

The canal for which he had worked so hard was completed in the autumn of 1825. The Seneca Chief, the first canal boat, left Buffalo at ten o'clock on the morning of October 26th, having on board Governor Clinton, Chancellor Livingston, General Stephen van Rensselaer, Thurlow Weed, Colonel W. L. Stone and Joshua Foreman (founder of Syracuse). By arrangement cannon had been placed at intervals along the entire route, each of the cannon being within hearing distance of the next one, and in this way, when the cannon at the starting place in Buffalo boomed the signal that the flotilla of canal boats had started, the next cannon took it up, and so on down the line, so that in an hour and twenty minutes New York received the message, and answering back, the reply reached Buffalo within three hours from the time the first signal had been fired. This held the record for quick transmission of a message over such a distance until the electric telegraph was invented, and time and space were practically annihilated.

CORNER OF BROADWAY AND GRAND STREET, 1824

The 4th day of November, 1825, when the distinguished party with their canal boats reached New York, was a day which was always remembered by those who at that time resided in the city. The naval fête, which formed a part of the celebration, was by far the finest that had ever been given here or elsewhere, and was probably never equalled by any that came after until the Hudson-Fulton tercentennial celebration of 1909. Military and civic processions on land, in which every organization in the city, political, commercial or otherwise, took part; the night illuminations of all the public buildings, hotels and institutions; the lavish and profuse displays of fireworks, of music, the cheering, the display of flags by day and lights at night on practically all private as well as public houses; the entertainments,

receptions and balls which took up the four days of the celebration, which finished with the grand ball in the La Fayette Theatre, on Laurens Street, all testified to the high appreciation of what this direct waterway connection with the Great Lakes meant to the future of New York.

The success and enthusiasm attending this celebration of the completion of "Clinton's Big Ditch" was doubtless very gratifying to the governor, as the culmination of his greatest lifework. The results of the operation of the canal more than verified the hopes that he and the other optimists identified with this great work had ventured to express. It gave access to markets, added value to lands, settled not only the great central valley of New York but the great western region tributary to the Great Lakes, and greatly increased the population of the city of New York, which, from 123,706 population in 1820, grew to 202,589 in 1830. By this canal commerce flowed to and from New York, and its accomplishment made certain beyond rivalry the position of New York as the commercial metropolis of America.

OLD MERCHANTS' EXCHANGE

In 1825 an important incident was the laying of the corner stone of the Merchants' Exchange, in Wall Street. Prior to that time the meeting place of the merchants of New York had been at the Tontine Coffee House, at Wall and Water Streets, a large building erected in 1792. The new Merchants' Exchange was completed in 1827.

In May, 1825, the first gas pipes were laid by the New York Gas Light Company, a small beginning for what is now the most extensive gas lighting system in the world. The plant was rapidly extended, and in a few years the old oil lamps were replaced by gas in the principal streets of the city.

With the revival of business, following the completion of the Erie Canal, there was an era of speculation which came to an untimely end, in the panic of 1826, in which many lotteries, wildcat banks and ephemeral schemes, many of them fraudulent in origin, and others of honest intention, went to the wall. Its immediate effects were disastrous to many, but its ultimate results were to render the public more cautious and lead to a healthier condition in the business world.

William Paulding was succeeded in the office of mayor, in 1828, by Walter Bowne, who served until 1833. He was a descendant of a well-known Quaker family of that name, of Flushing, Long Island. He had for several years been successfully engaged in business in New York City as a hardware merchant, and had also attained some prominence in politics as a Democrat, having been elected, for three consecutive terms, to the State Senate. His successor was Gideon Lee, a prominent leather merchant, who served one year only in the office, a new law being passed by the legislature making the office elective.

The election of 1824 had been divided as factional rather than partisan, all four of the candidates, Jackson, John Quincy Adams, Clay and Crawford, being classed as Republicans. Neither candidate received a majority of the electoral vote, and the decision was therefore left to the House of Representatives, which chose John Quincy Adams. In 1828, the other candidates being eliminated, the contest was between Andrew Jackson, supported by the dominant faction of what had been called the Republican party, which in this national contest took, for the first time, the name of "Democratic Party" for its official designation; and John Quincy Adams, who was largely supported by those who had, before its organization disappeared, been aligned with the Federalist party, was now running under the party designation of "National Republican." Jackson was elected.

GOTHIC HALL, BROADWAY, 1827

Governor DeWitt Clinton, having died suddenly at Albany, on February 11, 1828, the lieutenant governor, Nathaniel Pitcher, served until the election of that year, when Martin Van Buren, who was then United States Senator, was elected to the office of governor, which he resigned his senatorship to accept. He resigned the governorship, in 1829, being called to Jackson's cabinet as secretary of state, and Enos T. Throop became governor.

New York took a prominent place in political affairs by the organization of the Whig party, at a meeting held here in 1830 to promote the presidential candidacy of Henry Clay, and favoring a protective tariff and the preservation of a national bank. The latter made a direct issue with Jackson, who had vetoed the bill to continue for another term the charter of the United States Bank, which would expire in 1836, and in this he was

supported by the Democratic party. Thus the distinction between parties was more clearly defined. Henry Clay, as a "National Republican," was a candidate against Jackson, in 1832, but he was overwhelmingly defeated by the latter; and William L. Marcy, Democrat, was also elected governor of the State.

JUNCTION OF BROADWAY AND THE BOWERY ROAD, 1828

A very important event of this period was the organization of the New York and Harlem Railroad, which was the first horse-railroad in the world, and the initial enterprise in the tramway system of urban and interurban transportation.

After the last visitation of yellow fever, in 1823, New York was practically unmolested by epidemic diseases, except as isolated cases, brought in on ships, were treated at quarantine. But in 1832, New York had a new and most unwelcome visitor in the Asiatic cholera, which raged with much violence during the summer months, and it appeared again in 1834. There were 5835 cases and 2996 deaths in the former year, but its fatalities were greatly decreased on the second visitation.

In 1834, for the first time, the mayor of New York was elected by the popular vote, under the new law. Cornelius Van Wyck Lawrence was the Tammany candidate, but many independent Democrats, as well as the Whigs, supported Gulian C. Verplanck on an independent ticket. In those days the number of polling places was small, the polls were held open for

GRACE CHURCH AND VICINITY, 1828

three successive days, and there was no registration of voters. Excitement ran high because of the veto of the bank charter, which was rather generally and quite bitterly opposed by the conservative element in the community, but was supported by most of the Democrats, and particularly in New York City, by those of Tammany affiliations. In the sixth ward, where election disturbances were by no means infrequent, there was a raid on the polls by Jackson Democrats, who destroyed the ballots and everything in the room where the election was held. Finally, the militia had to be called out to preserve order, and were managed with such effectiveness that the riot soon quieted, although there had been numerous conflicts until the military arm was brought to bear. The result of the poll was favorable to Mr. Lawrence by a small plurality, but the council had a Whig majority. Mayor Lawrence had long been a man of prominence in political affairs, and had served in Congress before being elected mayor.

OLD CUSTOM HOUSE

Besides these disturbances, popularly known as the "Election Riots," many others occurred. Other lawless mobs soon after set in to break up the abolition meetings of William Lloyd Garrison, and soon after, the mob made severe attacks on some negroes who were trying to hold religious meetings, and these disturbances were only quelled by a new recourse to the aid of the militia. The same means had also to be used to quell a stonecutters' riot in August, 1834, caused by the employment of State prisoners on cut-stone work.

News of the death of General La Fayette, in France, on May 20, 1834, reached New York on June 20th, and the City Council ordered that June 26th should be set apart for a proper ceremonial observance in honor of the popular French commander, and the day was marked by a very decorous and appropriate observance, including a military parade, and an address at Castle Garden, in the evening, by Frederick A. Tallmadge. The city buildings and many business and private buildings were draped in mourning.

A most important move was made in the spring election, in 1835, when it was decided to secure a supply of water from the Croton River, forty miles distant. The existing supply had become palpably inadequate, and

the Croton project met with marked approval, although it was an ambitious and expensive undertaking for the resources and population of the city in those days. Samuel Stevens, who had been representative of the second ward in the Common Council for several years, is entitled to the chief credit of this undertaking, which was completed in 1842.

The most disastrous fire in the history of the city occurred December 16, 1835. It raged through that night and all the next day and night, and was not under control until the 18th. It burned along Wall Street from East River to Exchange Place, to Beaver, Hanover Square, Coenties Slip, and back to the river, covering an irregularly triangular piece of ground thirteen acres in extent and destroying 693 houses and stores, with property valued at eighteen million dollars. The South Dutch Church, in Garden Street, and the fine marble Merchants' Exchange, in Wall Street, were among the buildings destroyed. The loss was so great that practically all of the fire insurance companies were unable to meet their losses, and failed. The supply of water, insufficient at the best, was rendered the more inadequate because of the freezing weather. The blow to many of the enterprises was a staggering one, but the losers built up new buildings in a very short time, and the structures were of much improved quality.

The policy of Jackson with reference to the United States Bank had met the approval of the country at large, but had been very unpopular with most of the business men of New York and the other large centres. Even many who agreed with the Jacksonian reasoning against the renewal of the charter of the bank thought that his policy was defective in failing to furnish some adequate substitute for that institution. But Jackson prevailed; the charter had not been issued. Jackson withdrew the government deposits from the bank, and when a few years later it tottered to its fall, it showed such conditions in its management and methods as seemed to justify the harsh measures which Jackson began and Van Buren continued against the charter.

Besides destroying the bank and taking the government deposits from it, Jackson had paid off the national debt, which sent much specie out of the country. There were many banks established, and as there was no plan for securing to banks a national charter, the projectors turned to the States, many of which had no system of examining or controlling their banking institutions, so that many, perhaps the majority, of the banks instituted were without any basis worthy the name. Bank bills were issued in large quantities, but there was no certainty that they were worth anything. Notes freshly issued might be paid by banks at their counters, and the next day the bank might fail. The government land offices had received much of this "wild-cat" money and sustained much loss, until Jackson issued a special order that gold and silver only should be received on land payments. As this business was

very active in those days of land speculation, the gold and silver, of which the supply was small at the best, found its way into the national treasury.

Added to this condition of the country were high prices for food products. There was a short crop of wheat, and flour as a consequence of that fact, and of the operations of some keen speculators in the commodity, went up from seven to twelve dollars a barrel. Meat also went up to abnormally high prices, and coal was ten dollars per ton. There was great murmuring among the poor, and in answer to a poster headed "Bread, Meat, Rent, Fuel!" which called for a meeting in City Hall Park, a large crowd gathered in the evening of February 10, 1837. One of the agitators who spoke told the crowd that Mr. Eli Hart had 53,000 barrels of flour in his store in Washington Street, and a rush was made thither. Men, climbing up into the upper floors, dashed about five hundred barrels of flour out into the street, where the flour from the bursted barrels emptied into the roadway. At this point an alarm was sounded that the soldiers were coming and the mob desisted from its labors there, although other places were visited and several similar acts were done, though with less damage.

TONTINE COFFEE HOUSE AS IT APPEARED IN 1812

Banks all over the country failed, and most of the notes in circulation became valueless. Such specie as was outside of the treasury went into hiding, and all kinds of property—stocks, houses, lands and merchandise—were offered at ridiculously low prices, but purchases were few. Many large business firms failed, mills and factories shut down because their products could not be sold. Rich men became poor, and poor people, because there was no work to be had, suffered for lack of food. The "panic of 1837" passed into history as probably the most severe monetary crisis this country has ever experienced, and in no place was it felt more keenly than in New York, where all the banks suspended May 10, 1837.

When Roger Brooke Taney, Jackson's secretary of the treasury, had withdrawn the government's deposits from the United States Bank, in 1833, he had deposited the money in various State banks, which, in the vigorous Van Buren campaign, were designated "pet banks" by the opposition. Much

BROADWAY, NEW YORK, 1836

of this money had been borrowed by the States in which they were located, to use in internal improvements, such as roads, railroads, canals, and the like. When the panic of 1837 came, many of the banks were unable to return to the government the money it had loaned them, and the government was greatly embarrassed. A special session of Congress was called which, on the request of the President, authorized the Treasury Department to issue $10,000,000 in notes, and provided for an independent treasury, the idea of which was originated by Levi Woodbury, then secretary of the treasury, as a depository where the money of the government should be kept, instead of in the banks, and this was the foundation of the present system, the branches or subtreasuries afterward being added, of which that in New York has always been of the greatest importance.

NORTHERN VIEW OF NAVY YARD AT BROOKLYN, 1835

CHAPTER THIRTY-TWO

FROM THE PANIC OF 1837 TO THE ELECTION OF ABRAHAM LINCOLN—MUNICIPAL PROGRESS VARIOUS RIOTS AND DISASTERS

The banks which had suspended in New York, in May, 1837, had been compelled to do so because of the conditions which made that course the best for the banks, their shareholders and their depositors. There were twenty-three incorporated banks in the city, with an aggregate capital of $20,361,200. These banks, through their officials, held a consultation, on August 15th, and under the plans proposed by Albert Gallatin, appointed a committee, of which he was head, to call a convention of the principal banks of the country to agree upon a time for the resumption of specie payments, and take other steps to relieve the situation.

The banks of Philadelphia, influenced by the Bank of the United States (then operating under a charter from the State), declined to attend the convention, nor did any delegates attend from Louisiana, Mississippi, Alabama, or Tennessee, in which States the banking system was practically under the control of the Bank of the United States. But on November 27th the meeting was attended by delegates from seventeen States, and from the District of Columbia, and resolved upon the resumption of specie payments by July 1, 1838, but authorizing such banks as found it necessary to do so to resume before, this latter clause being put in because under the law of New York State a bank suspended for more than twelve months would forfeit its charter. Attempts to get the Philadelphia banks into the agreement having failed, an effort was made in another meeting to secure general accord in specie resumption by a slight postponement. Meanwhile, the New York banks having reduced their liabilities fifty per cent., Mr. Gallatin's committee reported that if supported by the community and the State authorities, the banks could resume on May 10, 1838. A general meeting of citizens was held, in which great satisfaction with this announcement was expressed; and the action of the committee was approved and public support pledged. Secretary Woodbury wrote, pledging the support of the United States Treasury. The New York banks resumed upon the date named, with such success that the banks throughout the country were compelled, by popular opinion, to resume on July 1st. The failure of the Bank of the United States, in the following year, carrying with it the entire banking system of the Southwestern States, together with disclosures highly discreditable to the management, put an end to the political demand for the creation of a new charter for that institution.

The number of city wards had been increased to sixteen, in 1835, and to seventeen, in 1836. The Whigs were successful in the elections of 1837 and 1838, securing majorities in both boards of the Common Council, and electing Aaron Clark as mayor, being the second mayor of the city elected by the popular vote. The Democrats were successful in 1839, electing Isaac L. Varian as mayor, and he was reëlected in 1840. Robert Morris, of the well-known Revolutionary Morris family, was the Tammany candidate for mayor in 1841, 1842 and 1843, being elected in all three years.

THE HOUSE OF REFUGE
At the junction of Broadway and the Old Post Road
Erected in 1824; burnt, 1838

The inhabitants of the city, at the beginning of the Nineteenth Century, were nearly all native born, of Dutch or English extraction. The first considerable immigration was Jewish, but soon the Irish predominated. The numbers of those who arrived were very small as compared with the immigration of the present day. The ten years, 1822-1831, inclusive, brought to the United States, through all ports, a total of 156,943 alien passengers, which included, besides immigrants, all foreigners who came on a visit, the records being kept in that way. The annual influx was under 10,000 until 1825, under 20,000 until 1828, when 27,382 arrived, then fell to below 24,000 for three years. In 1831 there were 22,633 arrivals, which suddenly increased, in 1832, to 60,482; and in the decade of 1832-1841, inclusive, there were 657,077 arrivals of alien passengers in the United States, or more than four times as many as in the previous decade. The Irish immigration greatly predominated in that decade, and until 1849.

From the first, the immigration came into the country very largely through the port of New York, and that was never more true than now, for in the fiscal year, ending June 30, 1909, of 751,786 incoming immigrants, 580,617, or about 77.23 per cent., came through the port of New York. This condition has been important as a factor in giving the population of the city its cosmopolitan character. The Irish-born population of New York is equal to that of Dublin; the German-born population equal to that of Frankfurt; the Italian-born population exceeds that of Venice; and the Jewish population is larger than in any other city of the world. More than half the population of the city is, wholly or partly, of foreign parentage.

The panic of 1837 had a remarkable effect on immigration to the United States in the following year, for from 79,340 alien passengers, in 1837, the number dropped to 38,914, or more than fifty per cent., in 1838. But this was only temporary, for the number rose to 68,069 in 1839, and 84,000 in 1840. The potato famine of 1846 started a great Irish immigration, the total alien passengers being 154,416 in that year, and 234,968 in 1847, largely Irish. Political events in 1848 and the following years gave impetus to a German immigration, which was soon to outnumber the Irish, and the California gold discoveries, in 1849 and 1850, made the stream of immigration larger and larger from every source. There was a check just before and during the Civil War. After the war it increased again. The Scandinavian immigration became a leading factor, going largely to the grain fields of the Northwest. Italy began to figure very largely, and with Russia and Austria-Hungary now furnishes the greater part of the immigration.

The immigration to New York affected its politics. The naturalization laws made the immigrant eligible to citizenship within five years, and the growth of Tammany, as a political power, came largely from the policy of the organization in working for the support of the large number of potential voters who were brought by the packet ships to the city. Soon foreign-born citizens were not voting, but holding office, and whereas the Democratic and Whig parties had heretofore been the controlling contestants for the offices, there arose a new party based on opposition to the policy of the Democrats in parceling out offices to alien-born citizens, and in the charter election of 1844, the Native American Party had taken so many from the other parties (especially from the Whigs) that James Harper, its candidate, received 24,510 votes, to 20,538 for Jonathan I. Coddington, the Democratic candidate, and 5297 for the Whig nominee. This was the first election after the passage of the law abolishing property qualifications for the suffrage.

BROADWAY HOMESTEAD OF MAYOR VARIAN, 1839

On June 27, 1842, there was a celebration, with appropriate ceremony, at the receiving reservoir, in Yorkville (Eighty-sixth Street and Sixth Avenue), of the letting in of the water from the Croton Aqueduct, in which

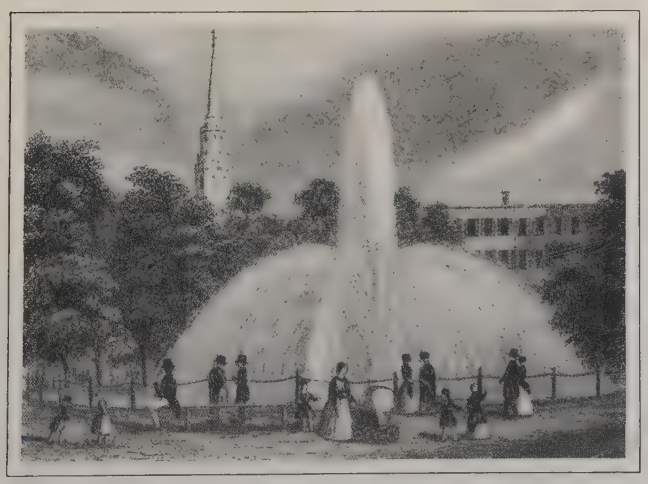
the mayor, Common Council, the governor, and higher judicial officers participated; and on July 4th there was a similarly appropriate programme to celebrate the letting in of the water to the great distributing reservoir, at Forty-second Street and Fifth Avenue, on the spot now occupied by the magnificent marble edifice of the New York Public Library, adjoining Bryant Park. On October 14th, the bringing in of the Croton water was made the subject of a public celebration, in which the whole city participated, and which in extent and magnificence exceeded even the great celebration of the completion of the Erie Canal, which, until this water celebration, was the standard of ultimate magnificence by which all subsequent celebrations were compared. It included a parade, which was the finest ever witnessed in the city to that time, and included representatives of all societies. At the City Hall the waterworks were formally transferred to the city; and the Sacred Music Society sang a new ode, written by George P. Morris for the occasion. There was an address by Mayor Morris; and Governor Seward made a speech, in which he advocated the completion, by the State, of the enlargement of the Erie Canal, which had been suspended some time before, because it was found that the cost was greater than anticipated. There were many other features of festivity, but the climax was in the opening of the beautiful newly erected fountains in Union Square and City Hall Park, for many years among the greatest attractions of the city.

RECEIVING RESERVOIR
"Croton Celebration," 1842

DISTRIBUTING RESERVOIR

In 1842, an act was passed declaring that none of the school moneys, to be distributed by the New York Board of Education, should be given to any school in which any religious or sectarian doctrine or tenet should be taught; and in the following year Archbishop Hughes raised the objection that to allow the Bible to be read daily in the schools was teaching a sectarian doctrine. Colonel William L. Stone, then superintendent of common schools of New York, taking the other ground, there was a long public discussion, extending into the summer of 1844, when it was suspended by the illness and death (in August) of Colonel Stone. It was decided by the Board of Education, November 13, 1844, "that the Bible, without note or comment, is not a sectarian book, and that the reading of a portion of the Scriptures, without note or comment, at the opening of the schools, is not inculcating or practising any religious or sectarian doctrine or tenet of any particular Christian or other religious sect."

AQUEDUCT BRIDGE



PARK FOUNTAIN
"Croton Celebration," 1842

Harper, the Native American mayor, had the distinction of appointing the first regular uniformed police force of New York. The Legislature enacted, in 1844, the Municipal Police Act, but provided that it should not take effect until the city should pass ordinances to make it effective. As the City Council was of a party different from that in control of the Legislature, it did not put the act into effect, but passed an ordinance of its own, which provided for three forces, the watch, the municipal police, and the police proper, but using little care in the allotment of duties so as to avoid a conflict of authority. Under it, however, Mayor Harper appointed the

first uniformed police corps, known as the Municipal Police, but more familiarly as "Harper Police," and "M. P's." The old night watch, consisting of about one thousand men, whose only uniform was the firemen's hat, without its front helmet piece (whence the popular name of "Leatherheads") were still continued, there being only two hundred of the uniformed force appointed by Mayor Harper.

In the election of 1844 the Whigs had hoped by their support of Harper to secure the Native American vote for their national ticket (Clay and Frelinghuysen) in that year, but as many of the Native Americans were also abolitionists, they supported Birney and Morris on the Liberty Party ticket, and the Democrats carried the State for Polk and Dallas, securing their election. Harper was a candidate for reëlection as mayor, in 1845, but received only 17,485 votes. The Whig candidate, Dudley Selden, had 7032 votes, and the election was won by the vote of 24,307, polled for William Frederick Havemeyer, the Democratic candidate. He was born of German parentage, in New York City, February 12, 1804, was graduated from Columbia College, and after that connected with his father's sugar refinery, until 1842, when he left that business. He was thereafter very prominent in political affairs, and was three times elected mayor of the city: in 1845, 1848, and 1872.

There were several notable events in 1845, that of most permanent interest being the completion of the magnetic telegraph (New York, Philadelphia and Washington Line), being the second ever constructed; the first, between Washington and Baltimore, having been completed in the previous year. In 1846 lines were extended from New York to Boston and to Albany, and the system was rapidly extended to cover the entire country.

On July 19, 1845, a fire broke out which proved to be second only to that of 1835 in the amount of damage done. It completely destroyed Exchange Place, and Beaver Street from Broadway almost to William Street. Both sides of Broad Street, from above Exchange Place to Stone Street, with the east side of Broadway and Whitehall, were destroyed. Above Exchange Place the flames crossed Broadway and consumed several houses on the west side of that thoroughfare. The loss has been variously estimated at from six millions to ten millions of dollars.

After Mayor Havemeyer took office, in 1845, the City Council, finding that the police ordinance of the previous year was not working well, took the necessary action, under the Act of the Legislature of 1844, to establish a Police Department in accordance with its provisions. It ended the old system of watchmen, and ended the terms of many officers, such as marshals, street inspectors, fire wardens, health warden, lamplighters, dock masters, inspectors, etc., and appointed in their stead a force of day and

night police, not to exceed eight hundred in number, locating them in district headquarters, under the supervision of captains and assistant captains, and headed by a chief of police appointed by the mayor. This was the force until 1856, when the Legislature created a new system of Metropolitan Police to take its place. The Democrats elected Andrew H. Mickle, mayor, in 1846, but the Whig candidate, William V. Brady, was elected in 1847, and William F. Havemeyer, for another term, in 1848.

COLUMBIA COLLEGE, 1840

New York was well represented both in the rank and file of the Mexican War, which followed, in 1847-1848, the admission of Texas to the Union. General Worth, who was from this city, was one of the heroes of the victorious army from Monterey to the capture of Mexico. Commodore Sloat, who raised the American flag in that other Monterey, in California, was a New Yorker, as was General Stephen Watts Kearny, who marched sixteen hundred men through a thousand miles of desert and seized Santa Fé, and his nephew, Philip, who was the first American soldier to enter the gates of Mexico, lost an arm at Chepultepec, and became the "gallant General Phil Kearny" of the Civil War, until that fatal day of Chantilly which ended his life, in 1862.

In our Twentieth Century days we are not entirely strangers to professional animosity on the stage, but it is more frequent on the operatic than the Thespian boards. It was different toward the end of the first half of the Nineteenth Century, and it is probable that professional jealousy of actors never had more serious results than did that which existed between the two tragedians, Edwin Forrest, the American, and William C. Macready, the Englishman. As to the foundation for the ill feeling, there are very conflicting accounts. Forrest had played in England and Macready had been on two previous tours in the United States. Both tragedians had been very successful on both continents, for each was a magnificent actor; but each had in the other's country met with some unfavorable newspaper criticism and charged that his rival had instigated it. One account says that Forrest had witnessed a performance by Macready, at Edinburgh, and had hissed him; and another, that Macready had given Forrest a similar affront in London. The chances are that in its origin the whole feud

may have been built up on baseless rumors, but it was in full operation when Macready, then in his fifty-sixth year, came over on a third visit to the United States, in 1848. He opened in New York, and had a very successful engagement, but on the last night, which was his benefit, he took occasion, in the course of a speech which he made to the audience, to mention some party or faction which had organized to prejudice the American public against him.

Going to Boston, a newspaper of that city published a strong attack upon him; and in Philadelphia, while his engagement was a successful one, the management of the house where he played only prevented a riot with the aid of a strong police force. Again, at the end of the engagement, in the speech usually given on such occasions, Macready made reference to having received ungenerous treatment at the hands of an American actor. Edwin Forrest at once published a card in a Philadelphia paper in which he attacked Macready viciously, making several charges against him, and calling him a "superannuated driveler," and a "poor old man" who was "disturbed by a guilty conscience." To this card Macready rejoined with another, declaring Forrest's statements to be without foundation, and threatening an action for libel. Nothing was further done hostile to Macready, except occasional attacks from newspapers which had espoused the Forrest side of the quarrel; but his performances were undisturbed until his return engagement at the Astor Place Opera House, in New York, in May, 1849. He advertised to open on Monday, May 7th, in "Macbeth," which Forrest was at the same time playing at Wallack's Theatre, in Broadway.

OLD POST OFFICE
Formerly Middle Dutch Church, Nassau and Cedar Streets

The subsequent proceedings indicate that there was concerted action to prevent Macready from playing, and many afterward blamed Forrest for the results which followed — probably unduly. There is much doubt whether Macready had anything to do with the things occurring in England, which Forrest charged against him, though it is certain that Forrest believed he had. But the hostility against Macready, while largely excited by the reports of his quarrel with Forrest, had a stronger basis in the temporary intensity of the Native American movement of the

time. Caleb S. Woodhull had just been elected mayor, as the Whig candidate, with the general support of the Native American faction. The large influx of foreigners after the Irish famine of 1846, had greatly increased the nativistic sentiment, which in many places had become an unreasoning hostility to everything foreign, this being especially true of New York.

On the Monday night, a large crowd waited quietly on the outside of the opera house, and when the door was opened went in without disturbance to their seats. The witches' scene, with which the play opens, went through quietly, but Macready's appearance was the signal for hisses, catcalls and shouts of disapproval. Macready continued through the act, though not a word he said could be heard.

BROADWAY THEATRE, 1850
East side of Broadway, between Pearl and Ann Streets

In the next act, when Mrs. Pope came on, she was saluted with such vulgarity and abuse that she fled from the stage, and when Macready appeared again he, too, was compelled to retire by a shower of stale eggs and heavy missiles. The play was suspended, and the disturbers went home in triumph.

Macready proposed to the managers to throw up the engagement, but, hearing of this, many who felt that the proceedings of the evening were a disgrace to the city, joined in a request to the distinguished actor to reconsider his decision, promising him ample protection from any repetition of the outrages of the opening night. It was signed by more than forty of the leading citizens of New York, and Macready responded to the request favorably, naming Thursday, May 10th, as the date of his appearance in the same play. Announcements were posted, and at the same time bills were placed, side by side with Macready's, announcing a performance of the same play by Forrest at Wallack's Broadway Theatre.

Almost simultaneously there also appeared a handbill, reading: "Workingmen! Shall Americans or Englishmen rule in this country? The crews of the British steamers have threatened all Americans who shall dare appear this night at the English aristocratic Opera House. Workingmen! Freemen! Stand to your lawful rights!" It was stuck up everywhere, and

passed from hand to hand by thousands. Friends of Macready appealed to the chief of police, who made extensive preparations to repel violence. Tickets were only sold to those believed to be friendly to Macready, windows were secured by nailing planks across them, and when the evening came the police only permitted those having tickets to enter the theatre. A large mob assembled, but when the ticket holders were in, the police barred the doors. The mob brought paving stones, which had been piled up in the streets preparatory to laying, and assailed the doors and windows, but were repulsed by the police.

THE TABERNACLE, WITH ENTRANCE ON BROADWAY, 1846

Inside, the curtain rose, and, as before, all was quiet until Macready appeared, when it was found that, in spite of precautions, many disturbers had gained admittance. They were about to rush to the stage and seize Macready, but a signal brought the police, who arrested the leaders and secured them inside, but ejected the others into the street. This infuriated the mob, who attacked the police, who were getting the worst of the encounter, when the Seventh Regiment, under Colonel Duryee, preceded by a troop of horse, appeared upon the scene. The horsemen, attacked by the mob with a shower of missiles, were compelled to retreat to Third Avenue, leaving several wounded on the street. The Seventh forced their way in file to the front of the opera house amid a shower of stones, which wounded many of the soldiers and battered forty muskets. The men were ordered to load with ball cartridge, and Recorder Tallmadge, who represented the city authorities in the absence of the mayor, addressed the mob, begging them to retire, but they paid no heed. Sheriff Westervelt, after consulting with the division commander, General Charles W. Sandford, ordered that a volley be fired, but to aim at the dead wall of the house opposite, over the heads of the crowd. The soldiers did so, but the mob only jeered, and responded with a shower of missiles. The order came from General Hall to reload, aim low, fire! and many of the mob were killed and wounded, while the others beat a hasty retreat. The soldiers pursued, and a part of the mob who, rallying in Third Avenue,

renewed their attack with stones and missiles, injuring several of the soldiers, received another fatal volley, which finally dispersed the rioters. Generals Sandford and Hall, and Lieutenant Colonel Brinckerhoff were injured by the rioters, and one hundred and forty-one members of the Seventh, including Colonel Duryee and Captains Henry C. Shumway and William A. Pond. Thirty-four of the mob were killed and many injured. Macready finished his performance, and after being secreted in a private house for two days, went to Boston, where he embarked for England.

The morning after the riot there was great excitement, and a call was issued for a meeting in the park that evening of "all opposed to the destruction of human life." A great crowd assembled and listened to speeches denouncing the city authorities, and passed resolutions of censure, but although the Seventh was on guard duty for two days, there was no further disturbance. A coroner's jury, called to inquire into the deaths, justified the authorities who gave the order to fire on the mob.

An epidemic of cholera broke out in New York shortly after this occurrence, and continued for some months. About three thousand persons died of the disease.

The Astor Free Public Library was incorporated January 13, 1849, having been endowed with the sum of $400,000 by John Jacob Astor, the richest merchant of the city, who had died in the previous year. The library was first opened to the public in February, 1854. It is now merged into the New York Public Library—Astor, Lenox and Tilden Foundations—which is now the official title of the city's public library system.

In January, 1849, the New York Free Academy opened its doors to the youth of the city who had completed at least one year in the public schools of the city. It was located on the corner of Lexington Avenue and Twenty-third Street, a site which was objected to by many because it was so far uptown. It was given collegiate powers in 1858, and in 1866 assumed its present title of The College of the City of New York, and with an able management and faculty presents the finest example in the world of a collegiate institution which is a part of a city's free school system. Its present magnificent buildings and campus, at 138th to 141st Street, on St.

FREE ACADEMY
Twenty-third Street, corner of Lexington Avenue

Nicholas Terrace, were begun in 1903. In 1882 the requirement of previous attendance of the public schools of the city was repealed, and the courses of the college are now open to all young men of the city who can pass the entrance examinations.

About 1848 to 1853, many important institutions of New York, which have accomplished much good, and most of which are still in existence, were inaugurated. Among them was the New York Association for Improving the Condition of the Poor, which, though organized in 1843, was not incorporated until 1848; the New York Juvenile Asylum, incorporated in 1851; the Five Points Mission, inaugurated in 1850 by the New York Ladies' Home Missionary Society of the Methodist Episcopal Church, one of the most marvelously successful reformatory and religious movements of its kind ever carried on in any city; and The Five Points House of Industry, inaugurated by Rev. L. M. Pease, as an outgrowth of the Mission, but which became a part of the institutional work of the Protestant Episcopal Church of the Ascension, in 1851. Charles Loring Brace, who had been associated with Mr. Pease in that work, became specially interested in the needs of vagrant boys and girls, and succeeded in interesting several men of philanthropic spirit, in efforts in that direction, which culminated in the organization of The Children's Aid Society, of which he was the active head until his death, August 11, 1890. The institution is said to have aided, in various practical ways, about half a million children. It is still in existence, carrying on its work on the lines laid down by its founder. St. Luke's Hospital was incorporated in 1850, the outgrowth of the efforts of Rev. William A. Muhlenberg, rector of the Protestant Episcopal Church of the Holy Communion, and the corner stone of its building was laid in 1854. The Demilt Dispensary was established in 1851, and the building was finished in March, 1853, at the corner of Second Avenue and Twenty-third Street.

OLD ST. LUKE'S HOSPITAL
Corner Fifth Avenue and Fifty-fourth Street, 1859

The Young Men's Christian Association, founded in London by George Williams, a dry goods clerk, in 1844, found its way to this continent in 1851, when associations were established in Montreal and Boston. The

New York Association was organized in 1852, at a meeting presided over by Rev. Gregory T. Bedell, then rector of the Church of the Ascension, but later Protestant Episcopal Bishop of Ohio. Rev. Dr. Isaac Ferris, pastor of the Dutch Reformed Church, made an address, at the end of which many young men enrolled their names, including a number who became prominent citizens of New York, such as Hon. Henry Arnoux, Alfred S. Barnes, Dr. Howard Crosby, William E. Dodge, Theodore Dwight, D. Willis James, Morris K. Jesup and others. From the beginning the association has grown wonderfully, and has been and still is probably the most potent institution of the city for the benefit of its young men, outside of home influence.

In 1849 the Legislature passed an act granting an amended charter to the city, one of the features of which was the change of the date of the charter election from April to the day of the general election, on the first Tuesday after the first Monday in November, and to extend to two years the terms of mayor and aldermen, beginning January 1st, following the election. At the first election under the provisions of this charter, in November, 1850, Ambrose C. Kingsland, candidate of the Whig party, was elected mayor, the last to be elected to the office under that party name, and two years later the party received its national quietus in the defeat of Scott and Graham.

In September, 1850, Jenny Lind, the famous Swedish soprano singer, known to fame as "the Swedish Nightingale," sang to delighted audiences at Castle Garden, under the management of Phineas T. Barnum. Castle Garden was the old fortress, which after Revolutionary Days, was transformed into a summer garden. It was the scene of the reception of General LaFayette, in 1824, and of President Jackson, in 1832, as well as of many other important gatherings. It never housed an event which left a deeper impression. Few of us, now living, heard her, but there are few who have not heard some old citizen speak with enthusiasm of her wonderful voice, and compare it, almost invariably to their depreciation, with the voices of the prima donnas of later days.

Sir John Franklin, the Arctic explorer, who left England in May, 1845, had been lost in the Arctic, and Lady Franklin had sent out expeditions to rescue him and the crews of his two vessels, the Terror and the Erebus, but these vessels had returned without tidings. The world became interested, and Henry Grinnell, a New York merchant and ship owner, offered to equip two of his vessels, and turn them over to the government for a rescue expedition. His offer was accepted, and the Advance and the Rescue, manned through the navy department, and commanded by Lieutenant Edwin J. DeHaven, U. S. N., left New York, May 22, 1850, and returned,

September 30, 1851. No traces of the lost Franklin expedition were found, but numerous discoveries were made, including Grinnell Land, the extensive region divided from Greenland by Smith's Sound. In 1853 Dr. Elisha Kent Kane went on another expedition in the Advance, equipped and provided by Henry Grinnell and George Peabody. This expedition also failed to find any trace of Sir John's expedition, but discovered and mapped extensive, and before that unknown, Arctic regions, and definitely determined the existence of the circumpolar sea, locating and platting much of its coast line. These discoveries created an interest in geographical knowledge, and led to the organization of the American Geographical Society, with headquarters in New York. George Bancroft, the distinguished historian, was the first president of the society, which has ever since had a prosperous existence.

ST. PAUL'S AND THE ASTOR HOUSE

In 1851 was completed the first through railway connection between New York and the Great Lakes. This was the Erie Railroad, and the event was appropriately celebrated, on May 14th of that year. The Hudson River Railroad Company, chartered in 1846, was completed to Albany, October 3d, in the same year. Some further details in regard to the beginning and development of railroad facilities as they relate to the history and progress of New York City will be given in a subsequent chapter.

The mayoralty election of 1852 was held at the same time as the presidential election, and the Democrats were successful in both, electing Franklin Pierce, of New Hampshire, President, and William R. King, of Alabama, Vice President of the United States; while for mayor of New York, Jacob A. Westervelt, who had previously served as sheriff of New York County, was elected. The legislature elected at the same time made another amendment to the charter of New York, by abolishing the office of assistant alderman, and creating, in its place, a Board of Councilmen, of sixty members, who were to be chosen one each from sixty districts, into which the Common Council should apportion the city. Mayor Westervelt was succeeded, January 1, 1855, by another Democrat, Fernando Wood.

It was during the term of Mayor Westervelt that the Crystal Palace was opened in what is now Bryant Park, as a "World's Fair for the Exhi-

bition of the Industry of All Nations." It was modeled upon the plan of the Crystal Palace Exhibition, which had been held in London in 1851, and it was opened by President Franklin Pierce, on July 4, 1853, with appropriate ceremonies. The building was constructed entirely of iron and glass, contained nearly forty thousand square feet of glass, and twelve hundred and fifty tons of iron. Its shape was that of a Greek cross, surmounted in the centre by a great translucent dome. Its exhibits, and especially its art gallery, delighted many thousands of visitors for several months, including many foreigners as well as Americans from all sections. It was opened as a permanent exhibition, May 14, 1854, but after a time the patronage dwindled. It was closed for a time; but afterward used for various exhibitions and gatherings. It was destroyed by fire October 5, 1858.

The population of New York City in 1850 was, by Federal census, 515,477, and in 1860, 805,658, so that this was the decade of the greatest relative growth of the city (Manhattan) during the Nineteenth Century. Growth in trade and manufactures was especially great, and commerce with foreign nations had a remarkable increase. One of the greatest factors in this growth of commerce was the wonderful development of the shipbuilding industry in the United States. The old packet ships were built on square and ungainly models, good enough to float, but not much for speed. The clippers at first were of 750 to 940 tons, but after the discovery of gold in California there was a demand for vessels larger and speedier than ever. There is a tradition among sailors that the idea of the architecture of the bow and keel of the clippers of that era came from a study of the bonito, a famous and beautiful fish of the South Atlantic, which can swim faster than any other; but be this as it may, it was these vessels which for years maintained for the American flag the highest prestige on the high seas. New York was the centre of the building and sale of these clippers. Their achievements were the pride of Americans —how the Comet, 1209 tons, sailed to San Francisco, around the "Horn,"

FORMER JEWISH HOSPITAL, 1852
138 West Twenty-eighth Street

16,308 miles and back in seven months and nine days, the homeward voyage being in the record time of seventy-six days; the Sword Fish made a voyage from Shanghai to San Francisco in thirty-one days, another record; and the Dreadnaught, which ran away from all competitors and was the wonder of the seas for speed. She was owned by Edwin D. Morgan, of New York.

The winning of the Queen's Cup, by the America, built for and owned by Commodore John C. Stevens (founder of the New York Yacht Club) and his associates, in the regatta of the Royal Yacht Squadron, at Cowes, England, in 1851, was an event of great importance, as influencing the design of racing yachts all over the world. Many yachts have been built in England and America for the express purpose of international contests for the America's cup, which still remains in the hands of the New York Yacht Club.

The setting aside of Central Park was the most useful civic work of the decade. In 1851 the lack of any worthy park system first received serious attention. Many years before, it had been proposed to make a park around the "Collect," or "Fresh Water" pond, which occupied the site of the present Tombs prison, but it was never carried out. In early days the pond was used for boating in the summer and for skating in the winter, but later it became a receptacle for rubbish, a miasmatic breeding spot for mosquitoes of the malaria-conveying variety, and finally was drained, filled up and covered with a dense population. Someone else had a fair project for a large park from Third to Eighth Avenues, and from Twenty-third to Thirty-fourth Streets, but nothing came of that, except Madison Square.

In 1851 the proposition was to buy Jones' Wood, which was a well-forested tract, from Third Avenue to the East River, on Sixty-sixth and Sixty-seventh Streets. It found many advocates, and was accepted by ordinance and act of the Legislature, but was finally discarded as being too much to one side of the island. At last the Board of Aldermen appointed a commission to select a more central site, and the choice fell upon the tract between Fifth and Eighth Avenues, from Fifty-ninth to One Hundred and Sixth Streets, which was reported to the Council in 1856, and the site was extended northward to One Hundred and Tenth Street, in 1859. Competitive plans for construction and decoration were invited, and fortunately the choice fell upon Messrs. Olmsted and Vaux, who made Central Park one of the most beautiful in the world. The appointing of a consulting board brought into the city's service the aid of many of its foremost citizens—Washington Irving, George Bancroft, Charles H. Russell and Andrew H. Green. To the latter, especially, New York owes a lasting debt of gratitude. His zeal and watchfulness were of incalculable benefit to this beautiful park. The people of no city in the world have a more

beautiful public garden, and though it has taken constant vigilance to preserve its integrity, it has never lacked champions and defenders.

The rapid growth in population of New York City during the decade, 1850-1860, has been adverted to. But a very large part of the increase came from immigration. Many men came during this period who are to-day among our best citizens; but there was also a large proportion of the arrivals who were ignorant, not a few who were vicious, and a considerable number who were criminals. In the earlier immigration the country at large, and New York in particular, had found it comparatively easy to assimilate the newcomers into its population, but they were now pouring in at such a rate that their coming involved a serious civic difficulty.

Nationally the question of slavery had been thrown into the seething caldron of politics. New York had rid itself of chattel slavery by the process of gradual emancipation, and since 1827 its soil had been free. There had been a "Missouri Compromise" and a "Wilmot Proviso," but the question whether the country could continue half slave and half free was becoming more and more acute. There were hotheads on both sides who made the dispute daily more acrimonious. The vortex of the whirlpool of discussion was the City of New York, the city of editorial giants. Here was Horace Greeley, with his Tribune, leader and spokesman of the sentiment which was forming the new Republican party; Raymond, of the Times; Bennett, of the Herald; Webb, of the Courier and Enquirer; Bryant, of the Evening Post; and other great journalists who moulded opinion to an extent equaled by none at this later day. The press of New York, editorially, was more truly metropolitan then than now, not because it was intrinsically abler, because, as a matter of fact, the newspapers of to-day are, from a news standpoint, far better than those of fifty odd years ago, but because then there was no other city whose newspapers classed with those of New York. To-day, at Chicago, St. Louis, San Francisco, and many other cities, are papers as truly metropolitan in character and make-up, and as influential in political matters, as those of New York. So far as the editorial

ORPHAN ASYLUM
Seventy-fourth Street and Bloomingdale Road, 1855

chair is a tribunal of authority, it now has many seats. In the "fifties" it centred chiefly in New York, and from here went the arguments, pro and con, on the momentous issues which then swayed the hostile political camps.

Exciting as were the national issues of that era, there was much of local interest also in the year 1857. The miscellaneous immigration, of which mention has before been made, had created crime centres in New York, with which the authorities had in vain tried to cope. The "Five Points," of New York, in that period had attained to a preëminence of depravity and criminality not surpassed by London's "Seven Dials" at its worst. Squalid, unkept, noisome, vicious, the region had grown beyond the control of the police, many of whom were the hangers-on of ward politicians of the baser sort. Often there was collusion between the police and the lawbreakers, and vice and infamy invaded many places in the city. The Legislature took the matter up and passed several amendments to the charter. The Council was remodeled. Seventeen aldermanic districts were to be represented each by one alderman, to serve two years; and twenty-four councilmen were to be annually elected. The mayor, controller and corporation counsel were to be elected by popular vote, and the State and municipal elections were to be held on separate days. The management of Central Park was to be in the hands of a State commission. The most radical reform was that of the abolition of the police system, as then in force, and the creation of a Metropolitan Police Board, charged with the preservation of the peace and the sanitary welfare of a district, comprising the counties of New York, Westchester, Kings and Richmond. Besides the mayors of New York and Brooklyn, who, under the law had membership in the board *ex officio,* its members were appointed by the governor, and to the first board Governor John Alsop King appointed Simeon Draper, James W. Nye and Jacob Caldwell, of New York; James S. T. Stranahan, of Kings; and James Bowers, of Westchester County.

DEAF AND DUMB ASYLUM

Mayor Fernando Wood declared he would not recognize the law, and defied the commissioners, claiming that the statute was unconstitutional,

and he summoned the members of the old municipal police to stand by him in holding the property of the police department against the new commission and its appointees. Daniel D. Conover, appointed street commissioner by Governor King to fill a vacancy, came to the City Hall to claim his office, and was summarily ejected by the mayor. Conover swore out warrants against the mayor, one for violence to his person and another for inciting to riot. With these warrants he went, on June 16th, to the City Hall with a force of fifty of the new Metropolitan Police. The mayor's police attacked the Metropolitans, and a mob of the worst classes backed the old police, and with them would have overcome the new men if it had not been that the Seventh Regiment, on its way to embark on a visit, which the city regiments had arranged to make, to Boston, marched down Broadway, and being called upon, halted at the City Hall. General Sandford notified the mayor that if he did not submit to the peaceable service of the writs, he would use force, and the mayor submitted.

The Seventh Regiment went on to Boston, but on account of the excitement the general ordered that nine city regiments should remain in the city under arms. The Court of Appeals promptly decided the case against Mayor Wood and the Police Commission proceeded to install the Metropolitan Police in the place of the old municipal force. But rioting kept up in the streets at many places. Two gangs of rowdies, one known as the "Dead Rabbits," from Five Points, and another as the "Bowery Boys," came into conflict with each other in Bayard Street, near the Bowery. Sticks, stones and knives were used and many on both sides were hurt, as well as bystanders—men, women and children. A small body of police who attempted to quell the disturbance was driven off. Paving stones were torn up, and drays, trucks and anything that could be used for the purpose was seized, and barricades were built at various places. The Seventh Regiment, still in Boston, was summoned by telegraph, and meanwhile the regiments in the city tried hard to suppress the disturbances, which abated before evening after six men had been killed and over a hundred wounded. Rioting broke out again the

SOUTH DUTCH CHURCH IN MURRAY STREET, 1837

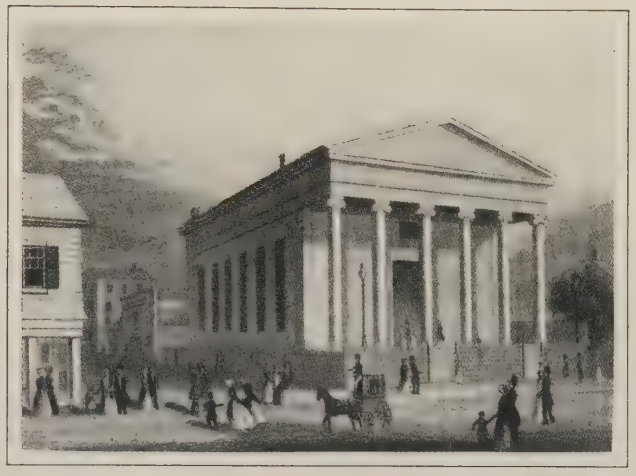
next day at Anthony and Centre Streets, but the Seventh Regiment had returned and the trouble was quelled. The militia kept under arms for several days, and quiet was restored. It was charged that many of the riotous disturbances that occurred had been aided, if they had not been incited, by members of the old municipal police, but the organization of the Metropolitan Police went on. Another disturbance occurring on the 13th and 14th between two gangs of rioters, one Irish and the other German, was suppressed by the Metropolitan Police, who after that greatly improved the order of the city.

The United States experienced another disastrous panic in the autumn of 1857. It was precipitated by the failure, on August 24th, of the Ohio Life and Trust Company, which though it had been regarded as one of the soundest and most prosperous institutions of the country, failed for seven million dollars. General distrust seized depositors and the business public. The Philadelphia banks suspended payment, September 25th, and this was followed by banks all over Pennsylvania, Maryland, the District of Columbia, and Rhode Island. There was a run on all banks, and the Bowery Bank went to the wall. Many business houses failed and the conditions became so acute that the Legislature, on October 13th, passed a law authorizing the banks to suspend specie payments for a year. They did so, by concerted arrangement, and the Massachusetts banks suspended payment on the same day.

BAPTIST CHURCH
Corner Broome and Elizabeth Streets

As winter came on with great severity the sufferings of the poor, already great because of the general shutting down of factories, were greatly intensified. Soup kitchens were established; many men were employed by the city and the Park Commission, but many died of cold and hunger. Riots were frequent but were suppressed by the police. The New York banks suddenly resumed payment on December 14th, and the situation slowly recovered. Riots, however, were of frequent occurrence, and murders and robberies were numerous. This condition was laid at the door of the city administration by many of the city, with a consequence that at the December election there was a Citizens' Party ticket, and Daniel F. Tiemann was elected mayor of New York, taking his seat in January, 1858.

The enlargement of the Astor Library by the liberality of William B. Astor, son of John Jacob Astor, the original donor, and the establishing of Cooper Institute, by Peter Cooper, were two of the notable events of the year. Another was the rejoicing over the completion of Cyrus W. Field's Atlantic cable. There was an illumination at the City Hall, and a fireworks display at night, and Mr. Field was banqueted at the Crystal Palace. There were many other festivities; messages were exchanged between the Queen of England and President Buchanan. Other messages were exchanged but all at once they ceased. The cable had broken. It all had to be done over again, but it was ten years before Mr. Field's patience and zeal were rewarded by success. Some doubters did not believe that the messages had passed between the two continents, and the newspaper humorists made merry at the expense of the cable enterprise. If Mr. Field had not been made of stern stuff the cable connections might never have been made.



OLD SCOTCH PRESBYTERIAN CHURCH
Corner Grand and Crosby Streets

In October, 1858, the fair of the American Institute was being held in the Crystal Palace in Bryant Park, and on October 5th the building caught fire, and was destroyed with all its contents. A little while before that, in July, a riot had occurred on Staten Island. The Quarantine Station had for some years been maintained on the northern end of the island. There had been constant complaint against it on the part of the people resident there, who thought it caused disease and death, and knew it kept their property values down. They had petitioned for its removal, but had been able to accomplish nothing, though their efforts were repeated; so on the night mentioned, citizens numbering over one thousand assembled and set fire to all the buildings. The militia were sent to quell the riot, and succeeded in dispersing the mob, but the State soon removed the Quarantine Station, temporarily, to the Lower Bay.

While the exciting discussion of the political questions which were fast to bring the country into the horrors of civil war filled the thoughts of the people, there were no remarkable events in 1859. The city election was held in December, and Fernando Wood was again elected mayor.

In 1860, New York had several distinguished visitors, the Duc de Joinville first, then Lady Franklin, wife of Sir John Franklin, who came to thank New York for the efforts, valuable though fruitless, which had been made by some of its citizens to recover her husband and the members of his Arctic expedition; but the one of greatest interest was the visit of the young Prince of Wales, who later became King Edward VII, and whose death has so recently been mourned. He traveled under the title of Baron Renfrew, and his manly and unassuming demeanor, added to the esteem which all felt for his mother, Queen Victoria, insured him a most cordial welcome. Parades, receptions and other festivities testified to the good feeling of our people for the young prince.

The presidential election, the most momentous in our history, soon filled the attention of our people to the exclusion of most other matters, and ended in the election of Mr. Lincoln as President of the United States.

SAILORS' SNUG HARBOR IN 1860

CHAPTER THIRTY-THREE

NEW YORK CITY DURING THE WAR FOR THE UNION—STORY OF THE DRAFT RIOTS THE RETURN OF PEACE

In the dissensions between North and South, which preceded the Civil War, New York was divided. The city, as now, included among her citizens and business men, many who came from other States, just as all other cities of metropolitan rank attract to their borders representatives of all sections of their respective nations. So, in New York there were many Southern men, and there was much Southern sentiment. The business community of a great financial centre is always conservative, and while the Southern press was belligerent and threatening in tone, and Southern orators in Congress freely predicted disunion, unless some satisfactory solution of their claim, of right to carry their slave property into the territories, was agreed upon, the consensus of opinion in the business centre of New York was that there would be no war. As to the question of the constitutional right of a State to leave the Union, that was a debatable question. Josiah Quincy, as spokesman of the Federalists, had threatened the secession of Massachusetts, sixty years before: "Peaceably if we may—forcibly if we must!" The South remembered this; and constantly used the *tu quoque* argument in response to Northern contention that no State had a right to leave the Union. But while Southern writers and orators were constantly adopting, as their own, the famous taunt of the Massachusetts Federalists, the saying most quoted by those of the North, was the famous dictum of the Southern Democratic President, Jackson: "The Union must and shall be preserved!" Yet there were many in the North who would have been willing to "let the erring sisters go." Lincoln had himself declared that the republic could not endure half slave and half free; why not, then, let the slave section go off by itself with its turmoil and its problems, which had been the disturbing element in politics for twenty years? There was room on this great continent for two great empires. So many argued, and felt. Peace was good for business; war would unsettle everything; agitation, even, was a crime; for had it not already brought on a crisis? Gold had gone into hiding; commercial credit had disappeared, and while the banks were ready with their help for merchants and each other, they could not keep it up unless something was done to relieve the situation. Such was the view of many in the business world, which looked for compromise. Meanwhile, the South was drilling and arming. South Carolina, on December 20, 1860, declared herself out of the Union, and

her senators withdrew from Congress. Buchanan, perplexed, knew not which way to turn; his cabinet was divided in allegiance, and its members were resigning. Howell Cobb, of Georgia, secretary of the treasury, resigned, and Philip F. Thomas succeeded him; Lewis Cass secretary of state, went next, and Jeremiah S. Black, of Pennsylvania, attorney-general, took his place, Edwin M. Stanton becoming attorney-general; John B. Floyd, of Virginia, secretary of war, after transferring as much military material as possible to Southern soil, resigned, and Joseph Holt, of Kentucky, who had been postmaster-general, took his place, while Horatio King, of Maine, took the post-office portfolio. Thomas, of the treasury, resigned, and John A. Dix, of New York, was appointed in his place; and Jacob Thompson, of Mississippi, secretary of the interior, also resigned.

EARLY VIEW OF AMERICAN MUSEUM

In these six changes there were two valuable accessions to the Union cause: Edwin M. Stanton and John Adams Dix. He was of New York City, though born at Boscawen, N. H., in 1798. Entering the army as a cadet, in 1812, he served on the Canada frontier throughout the War of 1812, and in 1819 became the aide of General Brown, then in command of the Northern Department. He was sent on a special mission to Denmark, in 1826, and in 1828 resigned his commission as captain in the army, to engage in the study and practice of law, in Cooperstown, N. Y. He became prominent in State politics as a Democrat, was adjutant general of New York from 1830 to 1833, and secretary of state of New York, and superintendant of common schools from 1833 to 1840, and a prominent member of the so-called "Albany Regency"; member of the Assembly in 1842, and of the United States Senate from 1845 to 1849. When there was a division of the Democratic party, in 1848, he was candidate of the Free-

Soil wing for governor, but was not elected. He had established himself in practice in New York City, and was a man of great prominence and influence.

After South Carolina had declared itself out of the Union, conservative opinion in New York was divided. At one extreme were those who contemplated as a possibility that New York should become a free city, entirely independent of the State or National government, and in a position to maintain a policy of absolute neutrality in the event of the breaking up of the Union. These were represented by the mayor, Fernando Wood, who actually advocated that course in his message to the Common Council, January 7, 1861.

There was another conservative wing, whose members still hoped to bring about a peaceful solution of the pending problems, and whose last effort was voiced in what became known as the Pine Street Meeting, held December 15, 1860. Among its promoters were leading citizens of New York: Charles O'Connor (who presided), John A. Dix, Samuel J. Tilden, William B. Astor, James W. Beekman, Edward Cooper, and many others. The meeting was very largely attended, and resolutions were addressed to the people of the South, fraternal and conciliatory in tone, but firm in Union sentiment, as coming from men who had heretofore been known as friends of the South, and had voted with the Southern people upon matters involving Southern interests. A committee, headed by ex-President Millard Fillmore, was appointed to present the resolutions to Jefferson Davis, and to the governors of South Carolina, Georgia and Alabama.

It was early in January, 1861, when President Buchanan called John A. Dix into his cabinet, to take the place of Philip F. Thomas, on his resignation of the treasury portfolio. One of the first things the new secretary set himself to do was to have all the revenue cutters in Southern harbors sent north before the hostilities, which now seemed inevitable, should begin. So he sent Mr. Jones, a special agent, to New Orleans, Mobile and Galveston, with instructions to save the revenue cutters then on duty at those ports. Captain Breshwood, commanding the revenue cutter McClelland, refused to obey these orders, and when Mr. Jones telegraphed to Secretary Dix to that effect, the secretary sent by telegraph the following dispatch:

"Treasury Department, Jan. 29, 1861.

Tell Lieut. Caldwell to arrest Capt. Breshwood, assume command of the cutter and obey the order I gave through you. If Capt. Breshwood after arrest undertakes to interfere with the command of the cutter, tell Lieut. Caldwell to consider him as a mutineer and treat him accordingly. If any one attempts to haul down the American flag, shoot him on the spot.

JOHN A. DIX, Secretary of the Treasury."

The final sentence of this dispatch thrilled the North. In the nerveless condition of the Buchanan administration, such evidence of virility was encouraging. During January, 1861, Georgia, Florida, Alabama, Mississippi, Louisiana and Texas followed South Carolina in the passing of secession ordinances, and on February 4, 1861, delegates from all these States, except Texas, met at Montgomery, Alabama, and proceeded to organize the Confederate States of America, electing Jefferson Davis, of Mississippi, President, and Alexander H. Stephens, of Georgia, Vice President.

After the inauguration of President Lincoln, a few weeks were required to get things in working order. Then came the firing on Fort Sumter and the gallant defense by Anderson, up to his final surrender. At once opinion at the North crystallized. Indignation at the firing on the flag made many who had hoped for peace anxious to join in the war for the preservation of the Union. Lincoln called for seventy-five thousand men, and troops flocked to Washington. Virginia, North Carolina, Tennessee and Arkansas joined the Confederacy.

CITY HALL, TRINITY CHURCH AND GRACE CHURCH

New York was thrilled with the news from Sumter. The Legislature appropriated $3,000,000; the New York City militia regiments volunteered; recruiting of new volunteer regiments rapidly went on, and the Common Council at once appropriated $1,000,000 for military equipment and outfit, for which $1,000,000 of Union Defense Fund Bonds were issued. The march of the New England troops through the city, April 18th, *en route* to Washington, was an ovation of the most emphatic kind, the entire marching route being lined with dense masses of the people, shouting their joy with deafening cheers. The news later, that on April 19th, the anniversary of Lexington, the men of the Sixth Massachusetts had been attacked and several killed as they marched through the streets of Baltimore, roused the excited people to the pitch of frenzy, and on the next day a mass convention which had been called to meet in Union Square brought together more than a hundred thousand people. The meeting was presided over by Hon. John A. Dix, and there were eighty-seven vice presidents chosen from the most solid men of the community. Four speaking stands had been erected, but proved insufficient, and

balconies and roofs were used as additional rostra, from which Colonel Baker, Daniel S. Dickinson, Robert J. Walker, Professor Mitchill, David S. Coddington, and other gifted orators, spoke for the cause of the Union.

The first of the city regiments to move to the front was the Seventh, 1050 men, which went on April 19th, under command of Colonel Marshall Lefferts; and they were quickly followed, on Sunday, April 21st, by the Sixth, 550 men, Colonel Joseph C. Pinckney; the Twelfth, 900 men, Colonel Daniel Butterfield; and the Seventy-first, 950 men, Colonel A. S. Vosburgh. On the 23d went the Eighth Regiment, 900 men, Colonel George Lyons; on the 27th the Fifth Regiment, 600 men, Colonel C. Schwarzwaelder; on the 28th, the Second Regiment, 500 men, Colonel George W. Tompkins; on the 29th, the Sixty-ninth Regiment, 1050 men, Colonel Michael Corcoran; and on the 30th, the Ninth Regiment, 800 men, Colonel John W. Stiles. These were mustered in on the three-months call of the President. Other regiments followed until by May 25th the authorized thirty thousand men had been raised by the State, and by July 12th they had been organized into thirty-eight regiments.

The President, on May 4th, called for volunteers and Colonel Ellsworth's regiment, Eleventh, New York Zouaves, was the first volunteer regiment from New York to reach the field; and there quickly followed the Twenty-eighth, Colonel Bennett; Fourteenth, Colonel Wood, in May; followed in June by the Eighth, Colonel Blenker; the Tenth, Colonel McChesney; the Garibaldi Guard, Colonel D'Utassy; the Twelfth, Colonel Quincy; the Thirteenth, Colonel Walrath; the Ninth, Colonel Hawkins; the Sixth, Colonel Wilson, followed by the Thirty-eighth, Colonel Hobart; the Eighteenth, Colonel Jackson; the Seventeenth, Colonel Lansing; the Thirty-seventh, Colonel McCunn; and the Thirty-first, Colonel Pratt, of the volunteer regiments. Also, of New York State troops: the Seventy-ninth, Colonel Cameron; the Nineteenth, Colonel Clark; Company K of the Nineteenth New York, Captain Bunting; the Twenty-first, Col-

BARNUM'S MUSEUM AND ST. PAUL'S CHURCH

onel Rogers; the Twenty-sixth, Colonel Christin; the Twenty-ninth, Colonel Von Steinwehr; the Twenty-eighth, Colonel Donnelly; the First, Colonel Montgomery; the Sixteenth, Colonel Davies; and the Thirtieth, Colonel Matheson. On May 8th, General John A. Dix was appointed major general of New York, and the other major generalship was given to James S. Wadsworth, who later fell in the Battle of the Wilderness.

Colonel Ephraim Elmer Ellsworth, who headed the Eleventh (Zouave) Regiment, the first volunteer regiment to be raised in New York, was a native of Mechanicsville, New York, born in 1837. He went to Chicago as a boy and lived there to manhood, later coming to New York. At the call for volunteers he raised and organized his Zouave regiment from among the volunteer firemen of the city and became its colonel. He took part in the first general movement of the Federal forces into Virginia, but at Alexandria, on May 24, 1861, was shot dead by a hotel keeper, from whose building he had just torn away a Confederate flag. In the North he was regarded as the first martyr to the cause of the Union. His body was carried to the White House, in Washington, where there were funeral ceremonies, with full military honors and imposing ceremonies, President Lincoln acting as chief mourner; it was afterward brought to New York City, where, after lying in state for two days in the City Hall, it was conveyed for burial to his birthplace.

Among the important steps taken by New York in aid of the Union cause was the organization, on April 22, 1861, of the Union Defense Committee of the City of New York, of whom the first members were John A. Dix, chairman; Simeon Draper, vice chairman; William M. Evarts, secretary; Theodore Dehon, treasurer; Moses Taylor, Richard M. Blatchford, Edwards Pierrepont, Alexander T. Stewart, Samuel Sloan, John Jacob Astor, John J. Cisco, James S. Wadsworth, Isaac Bell, James Boorman, Charles H. Marshall, Robert H. McCurdy, Moses H. Grinnell, Royal Phelps, William Earle Dodge, Green C. Bronson, Hamilton Fish, William F. Havemeyer, Charles H. Russell, James T. Brady, Rudolph A. Witthaus, Abiel A. Low, Prosper M. Wetmore, and A. C. Richards, all of whom ranked among the leading professional and business men of New York; and the mayor, city comptroller, and the presidents of the two boards of the Common Council were ex-officio members of the committee. Later other prominent names were added to the committee. It raised funds for arming, equipping and transporting troops, and did a vast number of things quickly, which the municipality could only have accomplished very slowly. It continued in operation for a year, and before its final adjournment, April 30, 1862, had disbursed more than $1,000,000 for the benefit of New York volunteers, their widows and orphans.

Another great movement which had its origin in New York was the United States Sanitary Commission. It began, as many organizations of help

and mercy have begun, in the work of devoted women, who, soon after the Union Square meeting of April 20th, organized the Woman's Central Association of Relief for the Sick and Wounded of the Army. Upon the advice of Rev. Henry W. Bellows, D.D., a committee, representing that association and some medical relief associations of New York, went to Washington to confer with the authorities in the War Department as to the needs of the service and the best means of supplying them, and from this conference came the organization of the United States Sanitary Commission, which, under the general direction of Rev. Dr. Bellows, its president, became the most successful agency of help and comfort to sick and wounded soldiers that the world had ever seen.

Immediately after the battle of Bull Run, which proved especially disastrous to New York troops, Governor E. D. Morgan issued a call for twenty-five thousand troops to serve three years, and by the end of 1861 New York City had put into the field over sixty thousand volunteers, exclusive of militia, and had made loans to the general government of more than $100,000,000.

BELLEVUE HOSPITAL

In the December election, in 1861, George Opdyke, a merchant of New York City, was elected mayor, and was, during his administration, especially active in such measures as the municipality could initiate or aid, connected with the furtherance of the Union cause. Private benefactions and efforts continued along the same line. Mrs. Valentine Mott headed an association of ladies which opened, May 2, 1862, a Home for Sick and Wounded Soldiers in the building at Lexington Avenue and Fifty-first Street, which had recently been erected for an Infants' Home, the home having accommodations for from four to five hundred soldiers. Mount St. Vincent, in Central Park, was another institution of the same kind.

The first half of 1862 covered a series of uninterrupted victories to the Union arms, but reverses came in midsummer which disheartened many. The restoration of the Union, which at the beginning of the war had been looked upon as being only a matter of a few months, was now seen to be a task of great difficulty. The losses of men by death, disease, capture, and expiration

of enlistment were very great, and on July 2, 1862, President Lincoln called for three hundred thousand volunteers, which was his final effort to recruit the army by voluntary military service.

Many of those familiar with military science condemned the volunteer system; not because the volunteers did not make the best soldiers, but because of the unequal burden upon the people from the fact that it imposed no sacrifice upon those individuals or communities that were not willing to furnish volunteers for the army. Some places gave up practically the entire population fit for military service; while in other places scarcely any volunteered. There was quite a large popular demand for a draft, while other large numbers of people who were opposed to the war were, of course, equally opposed to any measure which should compel them to participate in it. The reverses of the last half of 1862 had increased the numbers of the party in favor of letting the South go. These largely believed that the South would win in the end (probably with the aid of France, or England, or both), and that the sooner the warfare was ended the better it would be for both the North and South. Even among those who were perfectly sincere in their desire for the success of the Union arms there were many who did not believe in the levying of a conscription.

In New York State the Republican nominee was General James S. Wadsworth, and the language of the platform was that the war should be prosecuted "by all the means that the God of Battles has placed in the power of the government." The Democratic nominee was Horatio Seymour, an eminent lawyer of Utica, who had been governor of the State from 1852 to 1854, and the platform upon which he stood favored "all legitimate means to suppress the Rebellion." Seymour was elected by a majority of 10,752 votes.

In 1863 Congress passed the Enrollment Act, approved on March 3. The adjutant general of the army had previously notified the State authorities that New York was deficient 28,517 men in volunteers furnished since July 2, 1862, and that of these 18,523 were due from the City of New York. Preparations for a draft, under the Enrollment Act, went forward rapidly. They were, in New York City and Brooklyn, in charge of Colonel Robert Nugent, of the Sixty-ninth New York Volunteers, who had been appointed assistant provost marshal general, under whom was a provost marshal for each congressional district.

There was much murmuring, in certain sections of the city, in reference to the approaching draft. The Enrollment Act provided that the draft should be made from able-bodied citizens between the ages of twenty and forty-five years, but any drafted man could procure exemption by paying $300. This was attacked as a flimsy device to enable the rich to

evade service. Late in June, when Pennsylvania was threatened with invasion by Lee's Army, the New York City militia regiments had been summoned to assist in repelling the invasion, so that when the order was issued, July 1st, for making a draft in the State, under the Enrollment Act, the only forces in the city to preserve order, additional to the police, were a few regulars in the garrisons and the disabled men of the Invalid Corps. It was ordered that the draft should begin in the city, on Saturday, July 11th, and it commenced promptly. Though interference had been threatened, none of any serious quality was attempted, and those in charge of the conscription were encouraged in the hope that there would be no very serious opposition to the completion of their duty.

OLD ROMAN CATHOLIC CATHEDRAL
Third Street

But, as events afterward proved, Sunday was used by the disaffected and desperate to plan what proved to be the most terrible and desperate riot that ever blackened the annals of New York. Some working men who had been drafted, aided by several political agitators, stirred up an opposition to further enrollment under a system which placed, as they claimed, its entire burden upon the poor.

The officers in command of the police were the president of the board, Thomas Acton, and the superintendent, John A. Kennedy. On Monday morning, small details of police were sent to the enrolling offices, at 677 Third Avenue (corner of Forty-sixth Street), and 1190 Broadway, two doors from Twenty-ninth Street, and at the latter place the drawing of names continued until noon, when news of disorder in other parts of the city led those engaged in the work to suspend further operations for the day.

At the Third Avenue enrollment office, the doors were opened at nine o'clock, and a crowd thronged into the room. Forty or fifty names had been drawn when a paving stone came crashing through the window from the outside, and at once there was a concerted attack upon the enrolling officials, who were glad enough to escape unhurt, except Provost Marshal Vanderpoel, who was badly maltreated and carried out for dead.

The furniture, records, and drafting apparatus were destroyed, the building fired, and the entire block was burned, because the mob would not permit the firemen, who came promptly to the scene, to get near the hydrants until the fire was beyond control.

The mob amounted to many thousands. Early in the day deputations had visited the workshops and factories, informing the proprietors that they would not be responsible for the safety of their establishments unless they closed them, and permitted their men to join the ranks of the rioters, if they so desired. Most of the places were thereupon closed. Thus the mob grew. Superintendent Kennedy, going in plain clothes, without escort, to size up the situation, was recognized and attacked by the mob at Forty-sixth Street and Lexington Avenue, and would have been killed but for the intervention of an influential friend. As it was, he was disabled for several days. President Acton, however, established himself at police headquarters, in Mulberry Street, and from there, by telegraph, directed the movements of the police, who did gallant work in the face of what was, in fact, an overwhelming force, which could have destroyed practically the entire city, if it had been under coherent leadership. From Cooper Institute to Forty-sixth Street, Third Avenue was crowded with a lawless mob who not only filled the street and roadway, but hung over the eaves and filled the windows and doors.

The mob was especially virulent against the negroes. The draft was, in their eyes, directed against the poor whites, to compel them to fight for the negro; and when an unfortunate member of that race was found, the cry, "Kill the nigger!" met prompt response, and from many a lamp-post hung victims of the race hatred of the mob, who, in their insatiate fury, showed no respect for age or sex. The Colored Orphan Asylum, on Fifth Avenue, Forty-third to Forty-fourth Streets, was the object of a concerted attack, and as the hundreds of children were hurried out of the rear door, the mob broke in the front doors and set fire to the building in several places at once. It was utterly destroyed, in spite of the strenuous efforts of the firemen, under command of Chief Engineer Decker, to save it.

The police managed, at some of the more remote points of trouble, to disperse detachments of the rioters bent on mischief, but in Third Avenue, stores were looted, and on Lexington Avenue two private residences, after being robbed, were burned to the ground. A detachment, about forty, of the Invalid Corps, sent to help in restoring order, was attacked in Forty-third Street, and at the command of their officer, Lieutenant Reed, fired blank cartridges at the mob, which so infuriated the rioters that they at once rushed upon the soldiers, wrenched their muskets from their hands and beat them severely, killing some and severely injuring most of the others. An

attack, which had been boldly planned, on the Central office of the police in Mulberry Street, was attempted by a mob of about five thousand men, but Sergeant Daniel Carpenter (afterward inspector of police) so maneuvered his force of two hundred policemen as to attack the invading column simultaneously from many points on its flank, and by well-directed use of the club, to make such a combined charge that the mob fled in dismay, and was glad to take some other direction. They broke the windows of the "Tribune" office, in Printing House Square, and entered the office, destroying the furniture, but were driven off; made a demonstration at Mayor Opdyke's residence; burned Postmaster Wakeman's house in Yorkville and the Twenty-third Precinct police station nearby. About four o'clock the office of Provost Marshal Manniere, at 1190 Broadway, was reached, broken into and set on fire. Soon the whole block on the east of Broadway, from Twenty-eighth to Twenty-ninth Street, was in flames, while the lower floors, which were stores filled with costly goods, were looted by the mob.

Mayor Opdyke, finding that the riot was beyond the control of the police, called for troops, upon General Wool, commanding the Department of the East, and upon General Sandford, commanding the National Guard. General Harvey Brown, of the national forces, established his headquarters in the Central police office in Mulberry Street, while General Sandford, finding altogether seven hundred militiamen, temporarily absent from their regiments, got them together in the State Arsenal, at Seventh Avenue and Thirty-fifth Street.

Tuesday morning found nearly every store closed and the streets deserted by all except the mob, who had during the night burned several more houses. On this second day of the riot the mob had more of an organization and moved with more precision. It directed its attention, early in the day, to the negro quarters of the town, killing many of the negroes and setting fire to many of the houses tenanted by people of that race.

A little later, however, they found things not all their own way, for the troops were sent from place to place to disperse the mobs. Lieutenant Wood, with a hundred and fifty soldiers from Fort Lafayette, coming upon a mob of two thousand men at Grand and Pitt Streets, tried to disperse them but was attacked with stones and other missiles, whereupon he ordered his men to fire, and twelve were killed. Sergeant Carpenter, sent to disperse a mob assembled for the purpose of burning the houses on Thirty-fourth Street, did so after some difficulty, and his force going from that place met Colonel H. T. O'Brien, of the Eleventh New York Volunteers (then absent from his regiment for recruiting duty in New York). He had with him a detachment of soldiers and two field pieces. Seeing that the mob was rallying again, the police and soldiers returned to the scene and received from the mob a volley of

paving stones and other missiles. They fired on the mob, killing several, including a woman and two children. The crowd dispersed, vowing vengeance on Colonel O'Brien. Later in the day that officer, hearing that his house was attacked, went to see about it, and found it open and empty, having been looted from top to bottom. Anxious to learn the fate of his family, he went to a drug store on Thirty-fourth Street. The store was at once attacked by a mob, and though the proprietor begged O'Brien to escape by the rear, the fearless but imprudent officer stepped out of the front door to expostulate with the mob. He was felled by a blow from the rear and was kicked and pounded into an unrecognizable mass, and thus mistreated for about an hour; he was still alive when two priests arrived and they were permitted to read the last prayers over the dying soldier, and to take him away. They secretly removed his body that night to the morgue at Bellevue.

Governor Seymour came to the city that day (the 14th) and issued a proclamation, in which he declared that while any citizen's right to appeal to the courts against the conscription would be maintained, rioting would be put down, and must cease, and that the laws of the State would be enforced and lives and property protected at any and every hazard.

Telegrams were sent calling home the Seventh and other regiments from Pennsylvania, and the government also was appealed to for troops. The third day saw many more outrages, but the troops and police had better success in quelling the disorders, and on the 16th the army details were only needed in two or three cases. It was announced on that day that the City Council had appropriated $2,500,000 toward paying substitutes for any poor persons who might be drafted. Archbishop Hughes, roused by a charge of the Tribune that the mobs were Irish, announced that he would like to talk to the people who had been assembling on the streets, and especially if any were Catholics, and asked them to meet in front of the Episcopal residence, on the 17th. Accordingly a very large crowd assembled and listened to the venerable archbishop, who implored them as their friend and pastor to go to their homes with as little delay as possible, and especially if any of them were Catholics, to leave bad associations and respect the laws. The crowd heard him with respect and cheered him at several points in his speech (which took up about a column of small type in the papers of the next day) and quietly dispersed when he had concluded.

The police estimate of the killed was over one thousand, though the exact number is not known, because the mob moved and disposed of many of their own dead. The killed were mostly rioters and their negro victims, the number of the police and military killed being comparatively slight. The city afterward paid about $1,500,000 as indemnity for losses sustained during the riot.

After the militia reached the city, the Seventh and other regiments continued guard duty during several days; and again in August, when the conscription was resumed and completed without molestation.

The Union League Club, organized in 1863, was a very strong factor in support of the Union cause. One of the offshoots of the league was the Loyal Publication Society, organized February 14, 1863, which issued a series of eighty-eight publications on subjects connected with the war, or the issues of the campaign of 1864. The Union League raised three regiments of negro troops for the war, in December, 1863, and January, 1864.

In the December election of 1863, C. Godfrey Gunther, a New York fur merchant, was elected mayor of New York on the Democratic ticket.

COOPER INSTITUTE, MERCANTILE LIBRARY AND BIBLE HOUSE

In the spring of 1864 the United States Sanitary Commission held a series of fairs in all the large cities, for the benefit of their work, and the most important of these was the great Metropolitan Fair, held in April, in two specially erected buildings, one in Fourteenth Street, near Sixth Avenue, and the other in Seventeenth Street, near Union Square. Many interesting booths were in both of the buildings, and the most beautiful and accomplished dames and young ladies of New York were in charge of the stalls. The fair netted $1,100,000, and a similar one, previously held in Brooklyn (in February), realized over $500,000 for the commission.

From the beginning of the war to October 1, 1864, New York furnished to the war 126,310 men. The presidential election of 1864 came on, the candidates being Lincoln and Johnson on the Republican, and McClellan and Pendleton on the Democratic tickets. It had been feared that there would be a resumption of rioting, but the election was very quiet.

The victories which crowned the efforts of the Union Army, in 1865, cheered the people of New York, and especially when Richmond fell, and Lieutenant De Peyster, of New York City, a descendant of one of the oldest and most distinguished Dutch families of the city, for the first time raised the Stars

and Stripes over the erstwhile Confederate capitol. Cannon boomed, bells chimed and flags were displayed everywhere in the city. Lee surrendered on April 9th, and the joy increased and continued until six days later, when the news came of the assassination of the great and good President Lincoln. New York, as all other cities of the North, sincerely mourned the dead President. The route taken in returning the body of Lincoln to its last resting place, at Springfield, was practically the same as that he had traveled in the other direction when, over four years before, he had gone to Washington to assume the duties of the presidency.

On April 24th, the remains were escorted from the Cortlandt Street Ferry by a great procession. The body laid in state in the City Hall for twenty-four hours, during which time, day and night, the ceaseless procession passed to give a last look at the corpse of the most honored dead our nation has known. On the 25th the funeral *cortège* took up its mournful yet triumphant journey toward the home town of the great leader, followed from the City Hall to the railroad depot by a procession five miles in length. In the afternoon of that day a large assembly listened, in Union Square, to a funeral oration by Hon. George Bancroft, the distinguished historian and diplomat, and to an eloquent eulogy by William Cullen Bryant, the gifted poet and journalist.

NORTHWESTERN VIEW OF BROOKLYN

From near Peck Slip

CHAPTER THIRTY-FOUR

RETURN OF PEACE AND TRADE—ATLANTIC CABLE BRIDGE TO BROOKLYN—WESTCHESTER TOWNS ANNEXED—THE TWEED RING

The war was over, and New York City, which had borne its full share of the burdens of the conflict, welcomed back its veterans, who now relinquished, for the most part, the military career for the arts and vocations of peace. Many who had gone away never came back, but had died for the cause of Union, on Southern fields. Some came back maimed from the conflict; some, matured and steadied by the experience, came back to be leaders in the citizenship and business of the city.

Not all that came to the city from the South, after war, were from the Union side, though of course, the majority were. But many who had fought for the Lost Cause of the Southland also found their way to New York to seek, in this metropolis, a business career under circumstances more favorable to success than was possible in the devastated South.

The city had changed in many respects as the result of the war. Especially noticeable was the fact that the ships engaged in foreign trade had ceased to fly the American flag. At the beginning of the war, when the Confederates were issuing letters of marque and sending out privateers, it was dangerous to appear on the high seas with the American flag flying, and so great American lines transferred their ships' registry and their offices to Liverpool or London. In 1864 the writer of these lines sailed a voyage out of London in the British clipper ship Elphinstone. An inquiry of the captain revealed the fact that she was Maine-built. Several months later, in Melbourne, the writer visited the ship, which the men were repainting. The name of the ship had been scraped off to be renewed, and the scraping revealed the old name, H. B. Mildmay—Boston. This was a common occurrence. The ships had gone to Britain and had not returned, because the laws in force after the war made it practically impossible to return to American registry. So that many of the old ship-owning families who were American, a half century ago, became and have remained British.

There had not been any great increase in the population of New York City during the war. Newcomers had made their homes in Brooklyn, or the New Jersey suburbs, because the transportation facilities on Manhattan Island were so poor that few could afford to live far away from the business district. Brooklyn or Jersey City, which could be reached by ferry, were much more convenient than could any place be, so far up town as Fiftieth Street.

The houses were low, so low that Trinity spire towered up, the most conspicuously tall structure in the downtown district, and the Astor House was looked upon as something prodigious, with which the rural visitor was expected to be duly impressed because of its great size. The first apartment house, a small one, was built on the West Side, in 1865, and two large apartment houses, the Stuyvesant buildings, were erected, one in 1870, on Eighteenth Street, and the other in 1871, on Thirteenth Street. They grew in popularity and increased in size, until nearly two hundred of them were erected, in 1873. Looked upon at first as a fad which would soon pass away and ruin those who had spent their money in the experiment, that class of buildings soon became general, and apartments have increased year by year, until the tenants of private houses form a very decided minority of the families of the boroughs of Manhattan and the Bronx.

TRINITY CHURCH

The winter of 1866-1867 was an exceptionally cold one, and as the number of those who went to business in New York and lived in Brooklyn had become very much greater than ever before, the interruption to ferry traffic was seriously felt by many people. Many crossed the East River, from New York to Brooklyn, on the ice, but the inconveniences of the situation emphasized the need for the bridge, which had been one of the day dreams of the optimistic for several decades. So the question came up in the legislative session of that winter, in Albany, and three East River bridge bills were enacted. One of them, on April 16, 1867, incorporated the New York Bridge Company, which later in the year selected for its architect John A. Roebling, who had demonstrated his ability by designing and building the Cincinnati-Covington bridge across the Ohio, and the Niagara suspension bridge, who at once drew plans for the largest suspension bridge that had ever been built. As the East River was a navigable stream and subject to Federal control, these plans were approved by act of Congress, March 3, 1869, and by the secretary of war, June 21, 1869. The great architect died, July 22, 1869, and his son, Washington L. Roebling, who had been associated with his father in planning the bridge, took up the entire work and supervised it to completion.

The great problem of the city was that of rapid transit, and many were the attempts in that direction during the years that followed, of which more in detail will be told in a later chapter. As the various routes of transportation northward were improved, the trend of population in the same direction became more strongly emphasized. In 1873 the area of the city was nearly doubled, being increased from fourteen thousand to twenty-seven thousand acres, in round figures, by the extension of the city boundary, to meet, at a distance of sixteen miles from the Battery, the south boundary of the city of Yonkers. This was accomplished through the medium of a bill which passed the Assembly, annexing to the city a part of Westchester County, including the villages of Kingsbridge, Morrisania and West Farms. The jocose found much incitement to merriment by this extension of the metropolis to the region "up among the goats," but the area then annexed is now densely populated in sections, and is becoming a region of homes. In that new section of the city at the time of annexation, there were wisely reserved public parks on a generous scale, which add most materially to the attractions of the borough of the Bronx, which will in a few years, in all probability, be the most populous of the five boroughs which compose Greater New York.

In the steps of municipal progress after the close of the Civil War, the first of importance was the change from the volunteer to the paid system in the fire department. The old system had been exceptionally good of its kind, but had many drawbacks. Many brave and heroic deeds had been done by the volunteers who "ran with the machine." But the zeal which had at first engendered a friendly rivalry between the companies had intensified into animosities which frequently resulted in fighting, where there should have been coöperation. When the city was small, the flower of its manhood was proud to attach itself to the fire-fighting force, but with the growth of the city and the consequent increase of fires, the duties of the firemen proved too great a tax on the time of those engaged in business, and the personnel of the fire companies deteriorated. The companies would not admit improvements, but persisted in dragging out machines by hand, for years after the introduction of horses in other cities; and in addition, the company houses became, in some cases, loafing places for the idle and vicious, and breeding places of disorder in the promotion of the shady schemes of the lower class of ward politicians. So on March 30, 1865, the Legislature passed the bill providing for a board of four fire commissioners, who were to have control of the new Fire Department of the City of New York. Charles C. Pinckney, James W. Brown, Philip W. Engs and Martin H. Brown were appointed commissioners, and, on May 2d, the paid fire department was started. There was violent opposition to the law, at

first, on the part of the members of the volunteer companies, who attacked the new system in the courts as unconstitutional, but the case was quickly decided by the Court of Appeals, which fully sustained the new law, and soon the department was in working order, and the opposition subsided. The most serious fire the department was called upon to contend with that year was that in Barnum's Museum, at the corner of Broadway and Ann Street, which was burned July 13, 1865. The New York Herald built upon the site, and had its headquarters there until its present handsome building in Herald Square was erected. The modernization of the fire-fighting system in New York quickly followed the change to the paid department. Steam engines took the place of the old hand machines in the city proper, the use of the telegraph was greatly extended, and from that time on the department has become more and more efficient, until it is now without a rival as a fire-fighting force.

BOOTH'S THEATRE

In the city election of December, 1865, the Democratic candidate for mayor, John T. Hoffman, was elected for the term beginning January 1, 1866.

A former chapter has told of the completion of the first Atlantic cable through the efforts of Cyrus W. Field, of the messages transmitted between the two continents and of the breaking of the cable on the very day when New York was doing honor to Mr. Field's achievement. Such a setback would have crushed a man of less heroic mold, but Mr. Field, in spite of contumely, of enmity and derision, persevered. He labored in spite of financial depression and civil war, to raise the money to resume the gigantic task, and succeeded in reviving interest. The great steamship Great Eastern started with the cable, July 23, 1865, but although precautions had been taken which seemed to make failure impossible, a fault in the cable, when it had been laid for twelve hundred miles, caused it to snap and go down. Back to England went the great ship. Three million dollars were raised, a new cable was made, and another start was made, July 13, 1866. This time success came; the two continents were united, and to add

to the final triumph of the undertaking, the Great Eastern succeeded in fishing up from the bottom of the sea, two miles deep, the cable it had lost, splicing it and completing it as a second connection between the Old World and the New. Once more Mr. Field was showered with honors; the Chamber of Commerce gave a public banquet in his honor; the Thirty-ninth Congress presented him with a gold medal, with the thanks of the nation; and John Bright, the great English statesman, in an address at Leeds, eulogized Mr. Field as "the Columbus of our time." To the faith and zeal of this great New York merchant is due the work that has since connected the world's ends together and revolutionized the commercial and social intercourse of the nations.

Another important event of 1866 was the organization of a Metropolitan Board of Health to be composed of four health commissioners, to be appointed by the governor, the health officer of New York and the Metropolitan Police Board. Such a board had often been projected, but there had always been considerable objection to vesting in such an organization powers sufficient to make its work effective. But dread of a visitation of cholera had been aroused, because, in November, 1865, the emigrant steamship Atlanta, from Europe, came into New York with several cases of Asiatic cholera on board. As there had been no provision for such cases since the destruction of the Quarantine Buildings, on Staten Island, the patients were taken to a floating hulk in the bay, which had been used during the previous summer for yellow fever patients. A few weeks afterward several deaths from the disease occurred on Ward's Island. Cold weather came on, and no further cases had appeared, but it was expected to return in the spring, and the Legislature created the new board February 26, 1866, and Doctors James Crane, Willard Parker, Jackson S. Schultz and John O. Stone were appointed to membership in the board.

At once the board set about cleaning up the city, the streets being swept, tenements disinfected, soap rendering and slaughter houses banished outside of city limits, and the driving of cattle in the streets in the daytime prohibited; and many other sanitary measures were taken. News that the steamship England, from Liverpool, after losing forty dead, had brought 160 cases of cholera into Halifax, and that two vessels bound for New York had been stopped at Bermuda because of the disease, spurred the authorities to action, and the Board of Health petitioned the government and were granted special authority to provide for the sick and to take sanitary measures within the city. They struck a snag when they attempted to establish a quarantine station. Staten Island would have none of it, and Coney Island, Sandy Hook, and other places, made violent opposition to quarantine stations or cholera hospital. The steamship Vir-

ginia, from Liverpool, arrived April 18th, with numerous cases of Asiatic cholera aboard. They were transferred to a hospital ship, and those who were well were put into a steamer fitted up specially for them. On May 1st, the first case of cholera broke out in the city, in an unsanitary tenement at Ninety-third Street and Third Avenue, and the next day, in a similar building at 115 Mulberry Street. It grew in the number of cases, until August, and after that decreased. In a hospital on Second Avenue, also at the Battery, the United States Transit Hospital and the Five Points Barracks many were cared for. In the city the deaths numbered 460, but the mortality in the hospitals and penal institutions on the islands was much greater, bringing the total up to 1212. The number was greater in Brooklyn, and still higher in the Western cities, where many thousands died. It disappeared from New York in October.

Congestion of the downtown streets was a problem forty years ago. Alderman Charles E. Loew, as a remedy for this condition, proposed the erection of an elevated causeway over Broadway, and the structure, as planned, was built across that thoroughfare at Fulton Street. It was costly, unsightly and useless, for the number of those who would climb to cross was very few. It remained a year and then was taken down.

OLD NEW YORK SOCIETY LIBRARY

From 1867 to 1869 was an era of speculation in real estate and in building; many old landmarks were torn away to make room for more pretentious structures, and some changes that were made at that time have since been much regretted. Among these was the sale, in 1867, of St. John's Park, which had originally been part of the Anneke Jans estate, and had become one of the best of the small parks in the lower part of the city, but which was transferred to the Hudson River Railroad for a freight depot. Another landmark, the New York Hospital, at Broadway and Pearl Street, where it had long stood surrounded by greensward and stately elms, was sold, the institution moving up to its present location in West Fifteenth Street. Besides the activity in real estate and building,

there were many wild speculations in stocks, in petroleum and other things. The most notable features of the general excitement were the lavish schemes and plans for municipal improvements fostered and carried out by a ring of politicians who had gained the control of the city government. John T. Hoffman was elected mayor in 1865, and during his administration began the nefarious operations of the "Gang" headed by William M. Tweed.

The head and front of the "Ring," was William Marcy Tweed, who was born in New York in 1823, educated in the common schools, and then took up his father's trade of chair-making. Not being overfond of work, he devoted most of his attention to the volunteer fire department, becoming foreman of "Big Six," one of the most popular and politically powerful of the companies. He had much personal magnetism and a knack of attaching to himself a large following, and he had soon become a ward "boss." He was elected to the Common Council of 1850, a body which, because of some of its works, had earned the designation of "The Forty Thieves," and he diligently worked the field of patronage, selling offices for money or to make his following more secure and extensive. Having, with a majority of his fellow councilmen, granted a street car franchise in disobedience to an injunction, he was arrested, but escaped imprisonment, and was elected to a term in Congress. In 1857, the Legislature passed a law making the Board of Supervisors the governing body of the county, consisting of twelve members, six from each party. This arrangement, intended by an even division of party control to secure a businesslike and nonpartisan administration of public affairs, resulted in building up a ring composed of corrupt men of both parties, held together by "the cohesive power of public plunder." Such has at times been the case not only in New York, but also in Chicago, in San Francisco, and other ring-ridden cities. When Tweed left Congress he became chairman of the Board of Supervisors, occupying that office for four terms. He had become all-powerful in the Tammany Society, of which he was elected grand sachem.

Tweed's chief associates in the ring were Peter B. Sweeney, one of the Tammany leaders, a lawyer of no great ability, and the son of a saloonkeeper; and Richard D. Connolly, of Irish birth, but a resident of New York from boyhood. He had served as county clerk and afterward as a State senator. He had later served as an accountant in a bank, and had some knowledge of money matters, which was found useful in the financing of the transactions of the gang. He was of a smooth, insinuating manner, and known to his familiars as "Slippery Dick Connolly."

With Tweed at the head of the Tammany organization, with wires out everywhere connecting him with many experienced workers, the operations of

the gang were made easy of execution; but they were compelled, of course, to have numerous confederates, and to intrench themselves in power they secured control of three members of the State judiciary. One of these was George G. Barnard, who had at one time been regarded as a reformer, but who eventually turned out to be completely in sympathy with the Tweed ring. Another judge, Albert Cardozo, was an entirely different kind of a man from Barnard, the latter being of overbearing manner, while Cardozo was a lawyer of great ability, and a man of highest culture and the most refined manners, and yet he appears to have been, if anything, the most corrupt of the three judges of the ring, of whom John H. McCunn was the third. The latter was of so little learning that he employed various lawyers to write his opinions for him.

Besides the judiciary, the gang secured control of several of the editors of newspapers, who were corrupted by lucrative public positions or by "tips," enabling them to make money by speculation in Wall Street or by advance information in regard to improvements that were made by the city, by which they were enabled to make money by speculation in real estate.

The corruption of the gang was absolute, and extended to all of the departments of activity connected with the city government. The building of the New York City Courthouse, which was limited in cost in the original contract to $250,000, was expanded to an expense to the taxpayers of more than $14,000,000, of which fully half found its way into the pockets of the members of the ring and their followers and hangers-on. As appeared in the evidence afterwards, the creative genius of the gang was Sweeney, although Tweed was the one who manipulated the robberies of the city. Bills against the city were increased from forty to sixty-five per cent. more than the real amount, and the excess divided among the gang, upon methods which were made possible only after Sweeney became chamberlain and Connolly controller, which was in 1868. In that year John T. Hoffman, who had been mayor, was elected governor of the State, and in his place, under the dictation of Tweed as boss, A. Oakey Hall was elected mayor of the city in place of Hoffman. Although Hall figured largely in the investigation which afterward came about, there does not seem to be any proof that he profited in a financial way by his connection with it. His ambition seems to have been the cause of his subservience to the ring, without which he could not have been advanced to the mayoralty, because as politics stood then, Tweed was able absolutely to control the situation. Mayor Hall was a man of excellent family, remarkable culture and classical education, a writer of ability, a lecturer who met public approval, and a lawyer of distinction who at the time of his election to the office of mayor was serving as district attorney of the County of New York. He had formerly been a Republican, afterward becoming a

Democrat, and finally by the grace of Tweed and Tammany Hall, had reached the mayoralty. In the trial of the charges against the ring, he was acquitted in court, there having been no evidence of his being a party to the taking of the money stolen by the ring, his chief offense being the appointment of Tweed to the important position of commissioner of public works, in 1870. This appointment came as a result of a change in the law which abolished the power of the Board of Supervisors over contracts, by a new city charter which had been introduced by the friends of Tweed and had been piloted through the Legislature, receiving the majority of the votes of the members of both parties. With this charter, the executive power was placed in the hands of the mayor and eleven departments, the heads of which were to be appointed by the mayor. The offices of street commissioner and the Croton department were abolished and their power was given to a new officer, known as the "commissioner of public works," who was to hold his office for four years. When this charter took effect, Mayor Hall appointed Tweed commissioner of public works and placed Peter B. Sweeney at the head of the Park Commission, made John J. Bradley chamberlain, while Richard B. Connolly continued as comptroller. The Board of Audit was to be composed of the mayor, comptroller and commissioner of public works (Hall, Connolly and Tweed). This Board of Audit held one five minute session and ordered that all outstanding liabilities should be collected, delegating their auditing powers to the county auditor, James Watson, who afterward audited all of the bills, sometimes carrying the audit around to the different members of the board for their signature, and sometimes auditing them without that formality. Within less than four months from this meeting of the Board of Audit the sum of $6,312,000 was paid out of the city treasury, of which $5,710,130 was for fitting up and furnishing the new Courthouse. One of the writers about this period makes an estimate that the carpets purchased by the city for the Courthouse would have carpeted Union Square three times over. The many peculations of the ring became a public scandal, and several news-

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papers, notably the Tribune, Times and Harper's Weekly, published strong articles against the waste of the people's money; one of the most notable features of the campaign being the cartoons of Thomas Nast, who made much of Tweed's jeering reply to criticisms, "What are you going to do about it?"

The exposure of the ring came through William S. Copeland, a clerk who had been placed in the auditor's office through the recommendation of Sheriff James O'Brien. Copeland was looking up some records in the office one day, when he came across a secret list headed "County Liabilities." This list seemed to Copeland to be very suspicious, so he made an exact copy of it, which he carried to his patron, Sheriff James O'Brien. O'Brien saw at once that the list indicated crooked work on the part of the ring, and he thereupon attempted to use it as a means to compel the ring to pay a claim which he held against the city. By the advice of Sweeney, payment of O'Brien's claim was refused, and the sheriff left them, threatening to publish the list in the New York Times. After thinking over the matter a while, the ring members concluded that it would be better to try to pacify O'Brien, and in the afternoon sent over Watson to the Bertholf's Hotel, sporting headquarters in Harlem Lane, to negotiate with O'Brien. The sheriff was accidentally detained, and on his way home Watson was thrown from his carriage, which had run into another vehicle, receiving injuries so severe that he died a few days afterward. Around the death bed of Watson flocked the members of the ring and their agents, for the twofold purpose of preventing any damaging confession and also trying to secure the transfer of a large amount of property belonging to them which Watson held in his name; but as he never again regained consciousness, his widow succeeded to the property. O'Brien continued to press his claim on the gang, but as he got nothing out of them, he carried the fraudulent accounts in his possession to the Sun, which did not buy them, and afterwards took them to George Jones, proprietor of the New York Times, telling him to use them as he would. The publication of these figures caused intense excitement in the city, mass meetings were held, and a Committee of Seventy was appointed to investigate the frauds. William F. Havemeyer, Samuel J. Tilden, Joseph H. Choate, Charles O'Connor, Richard O'Gorman, and many other prominent citizens, took up the matter, while the ring, which had become thoroughly alarmed, made ineffectual offers of large bribes to editors and others endeavoring to stop the attacks made upon them. Finally they thought to straighten up matters by laying the whole blame upon Connolly, who was asked to resign, but he refused to do so. Judge Barnard issued an injunction against Connolly, and soon after, on September 10, 1870, the comptroller's office was entered and a large number of vouchers were taken. This act, while it was profitable to all of the members of the gang, by

destroying much evidence against them, was used by the others against Connolly, in order to lay the entire blame upon him. Mayor Hall wrote to Connolly, September 12, 1870, saying that he did not have power to remove the head of any department, but he would ask him as a favor, under the circumstances, to resign. Mr. Connolly went to Mr. Tilden for advice, on September 15th, and was told by him that while he could not be removed until convicted, there was in the charter a provision by which the comptroller could appoint a deputy to act in full power during his absence, and induced him to appoint Andrew H. Green as such deputy. Then the mayor endeavored to remove Connolly in order to, at the same time, get his deputy out of the way; but Charles O'Connor upheld Mr. Green's title, and the gang concluded that it would not be safe to interfere with him. Mr. Green stopped payment to all public officials who were in arrears and refused payment on any of the exorbitant bills that were brought in; and with the aid of the evidence in the comptroller's office enabled Mr. Tilden to expose the system of the ring for division of plunder, which showed that Tweed received twenty-four per cent., Connolly twenty per cent., Sweeney ten per cent., and Watson and Woodward each five per cent. of the stealings. Connolly, Sweeney and many of their associates fled to Europe, while Tweed remained, and was arrested and lodged in the Ludlow Street jail. He was indicted, February 10, 1872, for forgery and grand larceny, but the jury disagreed. On the second trial, November 5, 1853, he was found guilty of all of the fifty-one counts of the indictment, and on November 22d, he was sentenced to twelve years in the penitentiary and to pay a fine of $12,300.18 for each of twelve counts of the indictment and $250 for each of the other thirty-nine counts.

He remained on Blackwell's Island while his case was under appeal, until June 13, 1875, when a decision was made that the court erred in sentencing Tweed on so many counts for the same offense and ordering his release. He was taken to court June 22, 1875, and gave bail for $18,000 on the remaining criminal indictments, but on his release under the bail bond he was arrested again on a civil suit for the recovery of $6,000,000, which had been charged in the "County Liabilities" and was held to bail in the sum of $3,000,000, which he was unable to give. He was locked up in the Ludlow Street jail and while there arranged with some of his friends to plan an escape. While he was out with Sheriff O'Brien, on December 4, 1875, taking an airing, he persuaded his keepers to permit him to visit his wife, on Madison Avenue, and from there succeeded in making his escape. He passed through many hardships in getting away, his health being bad and his corpulence of body also being a great impediment; but he lived in concealment at Vigo, Spain, until 1876, when he was discovered and brought back again to the Ludlow Street jail. Meanwhile the civil suit had resulted in a verdict against him for $6,537,117.38, prin-

cipal and interest. He lived in the jail until, his health becoming worse, he died in that institution, April 12, 1878, at the age of 55.

The operations of the Tweed Ring, during the five years of its domination, added over $100,000,000 to the bonded debt of the city, doubled its annual expenditures, and cost the taxpayers the sum of $160,000,000.

As the result of the Tweed exposure there was an agitation for a reform in politics, and in December, 1872, William F. Havemeyer, who had been previously twice elected mayor of New York, in 1845 and 1848, was again selected for the head of the city government. He did not, however, live out his term, but died of apoplexy, in the mayor's office, in 1874.

An amendment of the city charter, passed June 13, 1873, abolished the Board of Assistant Aldermen, which had been revived in 1869, and in its place

OLD CUSTOM HOUSE

constituted a new Common Council of twenty-one aldermen and changed the city election to come on the same day as the State election, on the first Tuesday after the first Monday in November. Under that provision William H. Wickham was elected mayor in 1874.

In 1872 there occurred the greatest strike that there had ever been up to that time in the history of New York City, which, beginning with the effort of the house painters to have their working days reduced to eight hours, spread to the carpenters and bricklayers, and finally included many other classes of workingmen, so that in its worst phase there were forty thousand men idle, and it was estimated that $5,620,000 was lost in the strike. The workingmen were not successful, but finally returned to work without receiving any of the benefits for which the strike had been inaugurated.

In 1873, a great panic struck New York City, and all other cities, resulting chiefly from excessive railroad development and large speculations, which

had greatly increased the debts of many corporations; and when, in May, 1873, it was found impossible to place an issue of American bonds in Europe, there came an immediate stringency in the market—banks failed, railroads went into bankruptcy, and there was a general lack of confidence all over the country. In September, 1873, the failure of the Canada Southern Railway, the Northern Pacific Railway, and the Chesapeake and Ohio Railway caused the suspension of three of the leading banking firms of the city, those of Robinson, Cox & Company, Jay Cooke & Company, and Fiske & Hatch. Soon after, the Union Trust Company failed, and on September 20th, thirty-five of the largest firms in New York suspended. The situation was one of disaster, the Stock Exchange remained closed from September 22d to September 30th, and the number of houses that failed received new additions month by month. After a time there was some slight recovery, but business did not become really active in New York for several years afterwards.

New York actively participated in the exhibits that were shown at the Centennial Exhibition in 1876, and one of the immediate results of that exhibition was the offer by the great French sculptor, Bartholdi, that he would, if the proper base was furnished for it, present to the people the Statue of Liberty Enlightening the World, and some years later, in New York harbor, the statue was placed, and is one of the most treasured monuments of the republic. By the same sculptor also was the statue of La Fayette which now stands at the south border of Union Square, and was presented by French residents to the city.

King Kalakaua, of the Hawaiian Islands, visited New York in 1875, being the first reigning monarch that ever set foot on American soil. In the centennial year of 1876, the Emperor and Empress of Brazil were visitors in New York.

In 1876, the presidential election was a very exciting one, the contestants being Rutherford B. Hayes, as the candidate for President of the Republican party, and Samuel J. Tilden, as the candidate of the Democratic party. The dispute as to which of these had been elected was especially acute in New York, because Tilden had received a large majority of the votes in his State, and the decision in favor of Hayes was by no means popular here. At the same election Smith Ely was elected mayor of New York, and served with ability in that office until 1878.

One of the great engineering feats of that period was the blowing up of Hallet's Point Rocks at Hell Gate, in East River, one of the most extensive operations of its kind ever executed, which was successfully carried out at the end of ten years of hard work under the supervision of General John Newton. Fifty-two thousand pounds of explosives were fired off at one touch of a button by General Newton's little daughter, greatly reducing the obstruc-

tion to navigation in East River. This explosion occurred on September 24, 1876. The many fears that had been entertained of great destruction of property from the explosion all proved to be groundless.

The Seventh Regiment of the National Guard, which from its organization has been the leading military establishment of New York City, and which formerly had its armory at Tompkins Market, found those premises too small and inconvenient for regimental use, and in the autumn of 1877, the corner stone of the new Seventh Regiment Armory, on the block bounded by Lexington and Seventh Avenue and Sixty-sixth and Sixty-seventh Streets, was laid. The Seventh Regiment is the continuation of an organization made in 1824, being the outgrowth of the Eleventh Regiment of State Artillery, which consisted of two battalions, one of artillery and one of infantry. On May 6, 1826, the infantry battalion was organized as a separate regiment under the title of the "Twenty-seventh Regiment of Artillery," but it was long known as "The National Guards," a title which afterwards became common to the entire military force of the State. The name of the Seventh Regiment was bestowed upon it, July 27, 1837, by Governor Young. It has always attracted to it young men of good families, and its services were called for many times in the preservation of public peace. It was the first regiment to leave New York for the Civil War, and when it needed a new armory, the subscription for the purpose was very liberal, and the present armory was occupied on April 1, 1880.

An event which created considerable excitement in the city was the desecration of the grave of A. T. Stewart, in St. Mark's churchyard. Mr. Stewart had been the leading merchant of New York, and probably its most wealthy citizen at that time. Upon his death, April 10, 1826, his remains had been temporarily interred there, pending the completion of the mausoleum in St. John's Cathedral, at Garden City, Long Island, for which his widow had supplied the building fund as a memorial to her husband. The thieves escaped with his body, but were disappointed in their effort to procure the reward which they expected.

In 1878, the trains of the Metropolitan Elevated Railway began running on the Third Avenue and Sixth Avenue routes. A further account of this, and other of the rapid transit facilities of New York, will be found in a subsequent chapter.

In November, 1874, Samuel J. Tilden, one of the foremost citizens and greatest lawyers of New York, was elected to the governorship of the State. In 1876 he was nominated by the Democratic party to the presidency of the United States, but in the subsequent election there was a dispute as to whether Governor Tilden or Governor Rutherford B. Hayes, of Ohio, the Republican candidate, had been elected, and the country was in considerable turmoil for several months until the matter was finally left to an electoral commission of

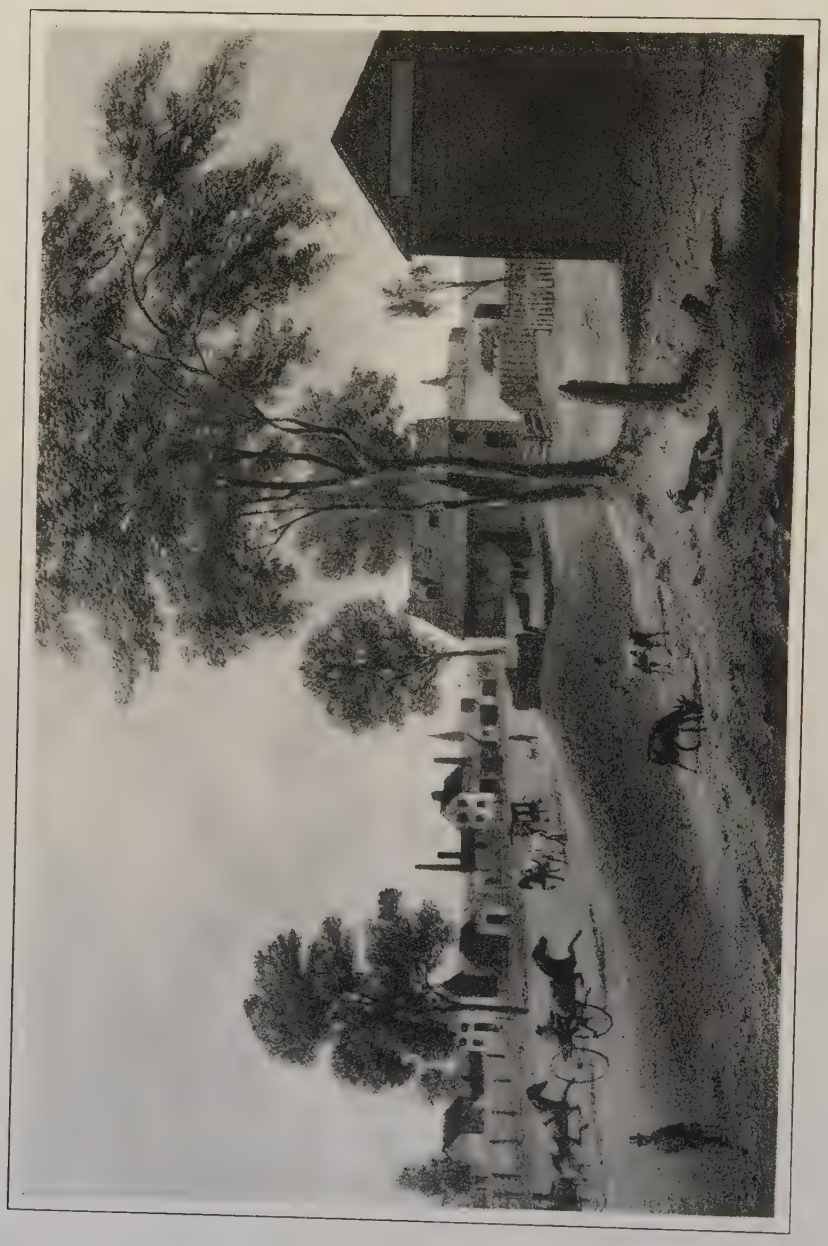
fifteen members, which decided, by a vote of eight to seven, that Hayes had succeeded in the election.

In November, 1876, Lucius Robinson was elected governor under a law enacted in 1874, extending the governor's term from two to three years, and in 1879 Alonzo B. Cornell, Republican, was elected.

It will be remembered that in the early part of this history reference was several times made to a dispute about the exact boundary line between the States of New York and Connecticut, and it will be interesting to note that the matter was finally decided in 1880, when a Joint Boundary Commission, appointed by the Legislatures of the two States, awarded to New York a small strip, 4.68 square miles in area, called the "Oblong Tract," and finally settled the boundary question.

On January 22d, there was a great addition made to the attractions of Central Park, by the erection of the Egyptian Obelisk, which was brought from Alexandria to New York by the steamer Dessoug, under the command of Commander Henry H. Gorringe, U.S.N., which sailed from Alexandria, June 12th, reaching New York, June 20, 1880. This great monolith, which dates back to the days of the ancient Pharaohs, is now one of the unique ornaments of New York's great park. It is supposed to have been made in the years between 1591-1565 B. C., and erected at Heliopolis, whence it was removed to Alexandria in the year 22 B. C. Its total height is ninety feet, the shaft itself being sixty-nine feet high and weighing 443,000 pounds. The total expense of removal and erection of this shaft, amounting to $103,732, was defrayed by William H. Vanderbilt.

In the early eighties there was considerable political turmoil, due to the division of the Republican party into factions, known in the parlance of that day as "Stalwarts" and "Half-breeds." In 1880, the Republicans nominated James A. Garfield for President, and Chester A. Arthur for Vice President of the United States. In the convention, however, there were 106 members who from first to last voted for the nomination of General U. S. Grant for a third term as President. The opposing faction was under the leadership of James G. Blaine, who had been the speaker of the House of Representatives. The votes had fluctuated among various candidates and finally centered on Garfield, who received the nomination. The party leaders, in order to secure harmony, offered to the leaders of the so-called Stalwart faction the choice of vice president, whereupon General Arthur, then collector of the port of New York, was named by Senator Conkling, who was the recognized head of the Stalwart wing. After the inauguration of President Garfield, James G. Blaine was appointed secretary of state and became a dominant figure in the administration. Through his influence and in opposition to the wishes of Senators Conkling and Platt, of New York, William H. Robertson was appointed



HARLEM LANE
From Central Park to Manhattanville

to the collectorship of the port of New York, and after vainly attempting to prevent the confirmation of Robertson, Messrs. Conkling and Platt resigned their seats in the Senate, May 16, 1881, expecting, it was supposed, that they would be immediately reëlected by the New York Legislature, then in session, and thereby secure an endorsement of the position they had taken in regard to the nomination of Robertson. As it turned out, however, they were disappointed in this expectation, for the Legislature, though Republican in both houses, elected as their successors men who represented the other wing of the Republican party, Warner Miller and Eldridge G. Lapham, who were selected, after a heated contest in the Legislature, on July 17, 1881. The death of Garfield, at the hands of an assassin, made General Arthur President, on September 22, 1881.

The notable death of that year was that of Thurlow Weed, long known as one of the politicians and journalist of the State, who died on November 22, 1882.

After the death of Mayor William F. Havemeyer, in 1874, S. B. H. Vance was acting mayor until after the fall election, at which William H. Wickham was elected. He was succeeded by Smith Ely, in 1877; he by Edward Cooper, in 1879, and he by William R. Grace, in 1881. Franklin Edson was elected in 1883, and William R. Grace was elected for another term, 1885-1886.

As a result of the dissension in the Republican party, Grover Cleveland, a Democrat, was elected governor in 1882, making such an excellent record in that office that he was nominated for President of the United States, by the Democratic party, at the National Convention in Chicago, on July 8, 1884. He was elected President the following November, defeating James G. Blaine, who was the nominee of the Republican party. There was great excitement over the election in New York City, and the result was so close in the State that for a time there was some doubt as to who had carried this State, and with it the country.

CHAPTER THIRTY-FIVE

THE PAST THREE DECADES—CREATION AND PROGRESS OF THE GREATER CITY

Beginning with the opening to traffic of the East River bridge, May 24, 1883, there began a marked expansion of the population of New York toward Brooklyn and its suburbs, and from that time many investors, who had foresight, began to see that the union of the two cities was inevitable. That was not to come, however, until fifteen years later.

Prominent among the events of 1884, affecting the city, was a financial sensation, in May, which attracted international attention. The failure of James R. Keene, who is said to have lost four millions of dollars, was immediately followed by the collapse of the Marine Bank, the Metropolitan Bank and the firm of Grant & Ward, with which firm General Grant was said to have been connected. General Grant, as it afterward appeared, had not been actively associated in the operations of the firm, but was really the victim of Ferdinand Ward, the active member, who had been engaged in various operations of what we have lately come to regard as "Frenzied Finance," but, at the same time, the loss fell largely upon the ex-President. General Grant borrowed $150,000 from William H. Vanderbilt, in the endeavor to avert the crash, and lost all of his savings. Sympathy for the general and his family was widespread, and they endeavored to satisfy their creditors by mortgaging all of their property. Although Mr. Vanderbilt desired to cancel his loan, General Grant declined to accept that offer. The general afterward recouped his fortunes somewhat by writing The Personal Memoirs of General U. S. Grant, which had a very large sale. In the legal proceedings arising from the failures, James T. Fish, president of the Marine Bank, and Ferdinand Ward, active member of the firm of Grant & Ward, were found to have acted together in various fraudulent transactions and were arrested, convicted and each sentenced to ten years imprisonment at hard labor in the Sing Sing prison.

THE GARGLE ESTATE
Sixtieth Street and Tenth Avenue

An Arctic expedition, sent out under the auspices of the New York Herald, by James Gordon Bennett, Jr., its proprietor, in the steamer Jeannette, had come to grief, and a relief expedition had recovered the remains of Lieutenant Commander George W. De Long, U. S. N., who had charge of the expedition, and others. Largely attended funeral ceremonies over the bodies were held in New York City on February 23, 1884. Another Arctic expedition, which had been under the command of Lieutenant (now Major General) A. W. Greely, also was rescued in this year by a relief expedition, under the command of Captain (now Rear Admiral) Winfield S. Schley. The Greely expedition had been sent out, in 1881, to establish one of a chain of thirteen circumpolar stations. The party of twenty-five reached farther north (83° 24′) than any previous record. Lieutenant Greely discovered a new land north of Greenland, and crossed Grinnell Land to the Polar Sea. Two relief expeditions having failed to reach the party, he retreated south to Cape Sabine, where, the relief still failing, most of the members of the party perished of starvation. Only seven survivors of the party were found under the third (Schley) expedition, which brought them back, as well as the corpses of several of the dead, to New York.

THE CASTER ESTATE
Formerly near Thirty-sixth Street on Lexington Avenue

Grover Cleveland, who had been elected President, resigned the governorship of New York on January 6, 1885, and David Bennett Hill, the lieutenant-governor, became acting governor. In the November election of 1885 he was elected for a full term of the governorship. He was again elected in 1888, and on January 21, 1891, was elected United States senator from New York, serving until 1897.

General U. S. Grant did not long survive the financial trouble into which he had been forced by the unprincipled acts of Ferdinand Ward, but died July 23, 1885, at Mount McGregor, near Saratoga. He was buried with imposing ceremonies, and afterward the magnificent mausoleum in Riverside Park, for which Congress appropriated $250,000, and a similar amount was raised by popular subscription, was erected, and there his remains now rest, and by his side, those of his wife, who died several years later. In the Grant funeral procession, General William T. Sherman, who was the second greatest Union

commander of the Civil War, rode side by side with the Confederate General, Joseph E. Johnston, who had twenty years before surrendered his army to Sherman at Durham Station, North Carolina.

The corner stone of Bartholdi's statue of Liberty Enlightening the World was laid with Masonic ceremonies, on August 5, 1884, on Bedloe's Island, in New York Harbor, and was formally unveiled on October 22, 1886. The ceremonies on the latter occasion included an imposing naval parade and a large land procession. The ceremonies were attended by President Cleveland and his cabinet, the governors of many States, members of the Diplomatic Corps, and many distinguished American guests, also a deputation from France, including M. Auguste Bartholdi, the sculptor, Count Ferdinand de Lesseps, Admiral Jaures, General Pellissier, and others. Addresses were made by Senator Evarts, President Cleveland, Chauncey M. Depew, and M. Lefaivre.

Mention has been made of the "America's Cup," originally called the "Queen's Cup," which was won by the schooner yacht America in an international competition under the offer of the Royal Yacht Squadron of England, in 1851. Since then there have been challenge contests from English yacht owners in 1870, 1871, 1876, 1881, 1886, 1893, 1895, 1899, 1901 and 1903. The race in 1886 was with the Boston sloop Mayflower as defender of the cup, defeating the English cutter Galatea in two consecutive races over the Sandy Hook course. In 1893, Lord Dunraven offered his yacht, Valkyrie II, as challenger and was defeated by the American yacht Vigilant. Two years later Lord Dunraven again challenged with his yacht Valkyrie III, against the American yacht Defender, and after being defeated in one race, won the second, but was deprived of the victory because of a foul. The Englishman claimed that he had been cheated, and refused to race again, charging the American yachtsmen with unsportsmanlike conduct, and visited this country to press the charge. His complaints were dismissed and he was dropped from the list of the members of the New York Yacht Club, under whose auspices the race had been held. The last three races have been contested by Sir Thomas Lipton with his yachts Shamrock I, in 1899; Shamrock II, in 1901; and Shamrock III, in 1903. Sir Thomas made a gallant effort each time and his yachts were ably sailed, but were found not to be quite capable of the speed attained by the contesting American yachts, though the contests with Sir Thomas have all been characterized by the highest type of international courtesy and good feeling.

On March 11 to 14, 1888, the entire Eastern seaboard was visited by a blizzard which was more disastrous in its results than any that ever visited New York City in historic times. At one time the snow-laden wind blew at the rate of forty-six miles an hour. Streets and railroads were blocked, telegraph wires were blown down and many of the business people of New

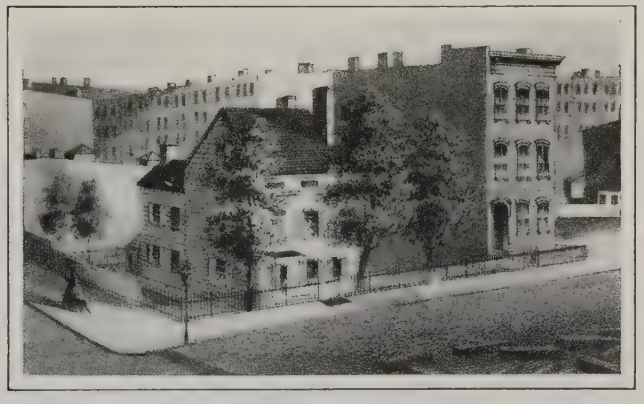
York, who lived in the suburbs, found it entirely impossible to reach their homes. The streets were impassable, in many places, even in the downtown districts, and among those who died from the effects of the storm, the best known was former Senator Roscoe Conkling, who, after several hours spent in endeavoring to reach his hotel from his office, went to his bed exhausted with his efforts and from that developed a case of pneumonia, from which he died, April 18, 1888. Senator Conkling was one of the ablest lawyers and most distinguished statesman of his day. He was a native of Albany, New York, but had made his home in Utica, where he was elected mayor in 1858, afterwards being in Congress, by consecutive elections, from 1859 to 1867, in the House of Representatives. He was elected to the Senate in January, 1867, and reëlected in 1873 and 1879. He resigned from the Senate in 1881, because of his dissatisfaction with the appointment of William H. Robertson as collector of the port of New York, by President Garfield, and after that engaged in the practice of law in New York City. He was especially prominent in Congress in connection with the reconstruction measures after the Civil War, and as one of the statesmen most intimate with General Grant, during his two terms as President, and the leader of those advocating the renomination of Grant for a third term, in 1880. After his retirement from the Senate, he was especially prominent in the work of the State Senate Investigating Committee, appointed for the purpose of disclosing the fraud and bribery in the granting to Jacob Sharp of the Broadway Horse Railway franchise by the Board of Aldermen in 1884. After the taking of the testimony, lasting about three months, Mr. Conkling, together with Clarence A. Seward, made arguments resulting in the repeal of the Broadway Railway charter, and afterward, in 1887, Jacob Sharp and several aldermen were convicted and sentenced to the penitentiary, for bribery in conection with the procurement of that charter.

OLD DUTCH FARM HOUSE
Former Corner of Seventh Avenue and Fiftieth Street

At the presidential election in 1888, Benjamin Harrison, of Indiana, and Levi P. Morton, of New York City, were elected President and Vice President of the United States, on the Republican ticket, after a strenuous campaign, in which President Cleveland sought reëlection, and Allen G. Thurman, of Ohio, was Democratic candidate for the vice presidency.

In 1889, from April 29th to May 1st, was held the centennial of the inauguration of George Washington as President of the United States. President Benjamin Harrison took part in the proceedings, and was landed in a boat in the same way and at the same place, at the foot of Wall Street, where the first President had landed one hundred years before; and among the features of the occasion was a great naval parade and an imposing land procession in which there was an especially fine military display. Several governors of other States took part in the parade, as well as a large column of children from the public schools of New York.

There was held in the mayor's office, in 1899, a meeting in the interest of a world's fair, to be held in honor of the quadricentennial of the discovery of America by Christopher Columbus. Many of the prominent citizens and large capitalists in New York became interested in the endeavor to secure the selection of New York as the place for holding the World's Fair, but finally, in a contest among several cities, it was decided by Congress to have the exposition at Chicago.



THE KEYSER ESTATE
Former Corner of Fourth (Park) Avenue and Fortieth Street

In 1890, the corner stone of the Washington Memorial Arch in Washington Square, New York, was laid with appropriate ceremonies, on May 30th. This arch had its inception in the celebration, in 1889, of the centennial of Washington's inauguration, one feature of which was a temporary arch, as part of the street decoration of the occasion, which spanned Fifth Avenue, on the north side of Waverly Place. The structure, which was designed by Stanford White, the architect, was so generally admired that arrangements were made to perpetuate it in marble at Washington Square, at the southern end of Fifth Avenue. The main work was completed April 18, 1892, and the cost of the structure was $128,000, which was raised by popular subscription.

Another important centenary was observed in New York City on February 4, 1890, being that of the establishment of the Supreme Court of the United States, which held its first sessions in New York City.

Abram S. Hewitt, one of the most distinguished citizens of New York, both in business and in public life, was elected and served as mayor for the three-year term covering the years from 1886 to 1888, inclusive,

and he was succeeded by Hugh J. Grant, elected on the Tammany ticket, and serving from 1889 to 1892.

On January 29, 1891, a banquet was held at Delmonico's, given by the Board of Trade of New York, in honor of Honorable William Windom, secretary of the treasury. It was turned into a tragedy by the sudden death of Secretary Windom, upon the completion of his speech at the banquet. Another noteworthy death of the year was that of General William T. Sherman, who died in this city, on February 14th.

At the November election, in 1891, Roswell Pettibone Flower, Democrat, of New York City and Watertown, New York, was elected governor of New York, for the years 1892 to 1894, inclusive.

The most exciting event of that year occurred on December 4th, when a Boston lunatic, named Norcross, entered the Wall Street office of Russell Sage, carrying a handbag, and demanded of that famous financier the immediate payment to him of $1,250,000. Upon meeting with a refusal, he threw the handbag, which contained explosives, to the floor, and in the explosion which ensued, the lunatic and a bystander were killed. Mr. Sage was slightly, and several others severely injured, and the building was wrecked.

The four hundredth anniversary of the landing of Columbus in America, October 12, 1492, was celebrated with imposing military and civic ceremonies, October 10th to 12th, 1892. The Columbus column and statue at the southwestern entrance to Central Park, was unveiled on October 12th, when, in the absence of the mayor, the speech of acceptance was made by General James Grant Wilson.

The year 1892 was one of great political turmoil. The presidential election of that year was between President Harrison, as Republican nominee, for reëlection as President, with Whitelaw Reid, of New York, as his running mate, against Grover Cleveland, ex-President, and Adlai A. Stevenson, of Illinois, for Vice President, on the Democratic ticket. The election was complicated by a large defection from both parties in western States, which had previously been Republican, but which, in the election of 1892, were lined up in a fusion with the Democrats of those States, in favor of James B. Weaver, who was the candidate of what was called the People's Party. Cleveland and Stevenson were elected.

In New York, Rev. Dr. Charles A. Parkhurst began, in 1892, his crusade against the city administration of New York, denouncing the city officials as "a pack of administering bloodhounds." His views were endorsed by a mass meeting at Cooper Union, but did not bear practical political fruit until some years later, as Thomas L. Gilroy, the Tammany candidate for mayor, was elected for the term covering the years 1893-1894.

On September 20, 1892, the bronze statue of Horace Greeley was unveiled in Greeley Square. On December 27, 1892, the corner stone of the beautiful Protestant Episcopal Cathedral of St. John, the Divine, on Morningside Heights, was laid with appropriate ceremonies. The building, which was planned upon a scale of stately grandeur, is not yet completed, but is still progressing and will, when finished, be exceeded by no structure in the country in architectural beauty.

OLD COUNTRY INN
Croton Cottage
Former Corner of Fifth Avenue and Fortieth Street

The panic of 1893 was one of the most severe in the history of the country. At that time, it was attributed, as economic crises usually are, to causes entirely domestic: some saying that it was caused by the silver legislation of Congress, others attributing it to the fear of changes in the tariff, and others to various causes originating within our own borders. That these various situations singly, or altogether, may have had a contributory effect in augmenting the severity of the crisis may well be true, but for fundamental causes there were the usual preliminaries: world conditions of excessive speculation, and too great an expansion of business plants. "Boom" times induce large investments of fixed capital in additional buildings, machinery, and the like, which, built to meet an anticipated demand, are unproductive if the demand diminish. This was especially the case in the years from 1888 to 1892. Not only was production of commodities and increase of equipment much overdone, but all over the central and far West there was unprecedented activity in real estate speculation, as well as in speculative operations on the exchanges in stocks, grain, cotton and other commodities. Public expenditures also went to unprecedented figures. This period introduced us to that luxurious novelty, a "billion-dollar Congress," and there was a general spirit of adventure everywhere prevalent.

But these conditions existed not only here, but abroad. Australia especially was doing the same thing that we were doing in this country —laying out paper towns and additions to cities, increasing production, and speculating in all ways that men do, who expect to make a fortune overnight. The Baring Brothers, the great London banking house, was found, November 24, 1890, to be in great financial stress, with liabilities

of £21,000,000, and was only saved from failure by the timely assistance of the Bank of England, the Bank of France, and other great establishments.

The Baring difficulties tended to greatly reduce the supply of money for speculative purposes in the European markets, and soon there began to be felt a scarcity of money. Australia, which had had such a fever of expansion and speculation, found itself practically bankrupt, and in that country, during the latter part of 1891 and the year 1892, nearly every bank closed its doors, many of them never to open again.

In the United States the same causes produced like results, and during 1893 and 1894 many thousands of banks and business enterprises went to the wall. The gold reserve in the treasury had fallen to a low figure, and Mr. Cleveland, and his secretary, Mr. Carlisle, replenished it with large bond issues. New York suffered with the rest of the country, but proved that its financial institutions were exceptionally sound. There was, however, a period of about three years of monetary stringency, complicated with serious coinage and currency problems.

On March 11, 1893, Governor Flower signed the act, passed by the Legislature of New York, authorizing the purchase of Fire Island for quarantine purposes, thus settling a question which from early days had caused much local agitation in New York and its suburbs.

As a part of the quadricentennial celebration, connected with the World's Columbian Exposition, New York held a naval review on April 27, 1893, and a large street parade on the following day, in which ten nations participated, and on May 18th, the Princess Eulalia was received in New York as a representative of the Spanish government, with appropriate ceremonies. As a part of the same celebration, the Viking ship from Denmark was welcomed in New York harbor on June 17th.

The unveiling of the beautiful statue of Nathan Hale, the work of the sculptor, MacMonnies, occurred on November 25, 1893. The statue was erected under the auspices of the Sons of the Revolution of New York, and is one of the chief ornaments of our City Hall park.

In the election of 1893, there had been notorious frauds at Gravesend, Long Island, conducted in an open and shameless manner, and with much intimidation of respectable voters, by John Y. McKane, the Democratic boss of that district. His actions aroused much indignation, and leading in securing his prosecution was William J. Gaynor, a Brooklyn lawyer, who was elected to the Supreme bench at that election, and who pursued the case with such ability, that McKane was convicted, and on February 19, 1894, was sentenced to serve six years at hard labor in Sing Sing prison. The case was appealed, but the Court of Appeals confirmed the convic-

tion, November 27, 1894. Judge Gaynor's term expiring December 31, 1907, he was unanimously reëlected for another fourteen-year term, and served in the Appellate Division of the Supreme Court, until elected, in the November election of 1909, to his present office as mayor of the city of New York for the term expiring December 31, 1913.

From early days there had been much talk of bridging not only the East River, but also the Hudson, and finally a company was formed and a bill was introduced into Congress, authorizing the bridging of North River, connecting New York with New Jersey. This bill passed Congress and was signed by President Cleveland, in June, 1894, and the bridge was authorized by the State in 1895, but it has not yet been built, although the Company which has the matter in hand is still in existence. A bill which passed the Legislature in 1901, greatly enlarging the company's powers, was vetoed by Governor Odell.

The Rev. Dr. Charles A. Parkhurst having made public charges against the police of New York City, a resolution was offered in the New York Senate, by Senator Clarence Lexow, of New York City, on January 24, 1894, to investigate the charge. The resolution was passed unanimously, and Senator Lexow was made chairman of the committee. It met on March 9, 1894, in the Courthouse in New York City, and began the investigation with William A. Sutherland as counsel for the committee, until April 13th, when John W. Goff appeared as counsel. At the end of June the committee adjourned until September 10th, and continued in session almost continuously until December 29th, when it finally adjourned. The evidence confirmed the charges. The examination and testimony of the seven hundred witnesses made 10,576 printed pages. The report was submitted to the Legislature, January 18, 1895. Previous to this, on December 14, 1894, Police Captain Creeden confessed to having paid $15,000 for his captaincy, and before that, Captain Stevenson, of the police, had been convicted of receiving a bribe. As the result of the investigation, Captains Stevenson, Cross and Dougherty, and Chief Devery, were dismissed from the service. The chief witness before the committee was Captain (now Inspector) Schmittberger. As the result of

OLD RESIDENCE
Former Corner of Madison Avenue and Fourth Street

the Lexow investigation, there was an exciting election for mayor, in November, 1894, the Republicans and independent Democrats combining against Tammany, resulting in the election of William L. Strong, the Republican candidate, who held the office of mayor of New York during the years from 1895 to 1897, inclusive, being the last mayor of the City of New York previous to consolidation.

On May 18, 1894, the Constitutional Convention met at Albany, and adopted the present Constitution of the State of New York, it having been found that the older instruments of organic law were not sufficiently adapted to modern conditions, so that a new statement of fundamental principles of legislation seemed to be necessary. For several years the question of the consolidation into one greater city of New York, Brooklyn and other municipalities, had been agitated, and in 1890 the Legislature created the Greater New York Commission, of which Andrew H. Green was appointed the president. The other members of the commission included the mayors of New York City, Brooklyn and Long Island City, the State engineer and surveyor, the attorney-general of New York, and nine other persons appointed by the governor. Various acts were from time to time submitted to the Legislature, but failed to pass, and finally the commission was required to report to the Legislature by February 1, 1897, by bill, a charter for the enlarged city and a scheme for securing equality of taxation and valuation.

THE OLD AUDUBON ESTATE
On the Banks of the Hudson

The charter, as prepared by this commission and submitted to the Legislature, provided for the consolidation with New York City, on January 1, 1898, of all municipal corporations and parts of such corporations (other than counties) within the territory covered by the counties of Kings and Richmond, Long Island City, the towns of Newtown, Flushing and Jamaica, and that part of Hempstead, in Queens County, west of a line drawn from Flushing, between Rockaway Beach and Shelter Island, to the Atlantic Ocean. It provided for the retention of the local governments within these towns, except where changed by the Legislature, and provided for the election of a mayor of Greater New York, and other municipal officers of the greater city, at the general election in November, 1897.

When the greater city was created, it had a population of 3,100,000, an area of 359 square miles, taxable property valued at $2,583,324,329, and a debt of $170,000,000. The Greater New York bill was signed by Governor Morton, May 1, 1896, vetoed by Mayor Strong, April 9, 1897, but passed by both houses, April 13, 1897.

During 1896, after an active endeavor on the part of the reform element to procure legislation which should in some measure minimize the evils of liquor traffic in New York City, a compromise bill was introduced by Senator John Raines, of Ontario County, which proposed to regulate the selling of liquor on Sunday by permitting it only in hotels; but the definition of a "hotel," under the bill, has really resulted only in increasing the number, without improving the tone, of the establishments where intoxicating liquors may be sold on Sunday. A certain type of saloon, known by the name of "Raines Law Hotel," has come to represent the most disreputable sort of resorts now in the city, and at the same time the illegal selling of liquor in the regularly licensed saloons has been very little, if in any degree, diminished.

At the general election of November 18, 1896, Frank S. Black, of Troy, was elected governor, and Timothy L. Woodruff, of Brooklyn, was elected lieutenant governor, having been nominated by the Republican ticket.

During the same year the gold reserve in the United States Treasury having been greatly depleted, arrangements were made with New York banks by which $20,000,000 in gold was deposited by the banks in the subtreasury to protect the government reserve.

In the presidential election of 1896, there was the greatest excitement and the most widespread interest that had ever been developed at any election in this country, unless it may have been the election of 1860. The advocates of the gold standard, on one hand, and of the free coinage of silver on the other, were very strenuous, although in the East, in all of the large commercial centres, the advocates of the gold standard were very largely in the majority. The meetings of the various parties were largely attended, and among the greatest political demonstrations that were ever made in this country were "The Sound Money Parades" held in New York, Chicago and other large cities. The final result was the election of William McKinley, of Ohio, as President, and Garret A. Hobart as Vice President, by a very large majority over William Jennings Bryan, of Nebraska, and Arthur Sewell, of Maine, Democratic candidates for President and Vice President.

A most interesting celebration, from a historical standpoint, was that held May 6, 1897, being the Bi-centennial Jubilee of Trinity Church.

At the election of 1897, the important question was the selection of its first mayor by the Greater City of New York. The candidates were Robert Van Wyck, on the Democratic ticket; General Benjamin F. Tracy, on the Republican ticket; Seth Low, on the Citizen's Union ticket; and Henry George,

STEINWAY HALL

the famous single-tax philosopher, on what was called the Jeffersonian ticket. Four days before election, October 29, 1897, Henry George died very suddenly. He had made a marvelous campaign, and it was thought by many that he would have won the race if he had lived until election day, but although the party transferred the nomination to his son, Henry George, Jr., the Democratic candidate, Van Wyck, was elected by a substantial majority.

During the administration of Mayor Strong, there had been a considerable number of changes in the police force, which was for the first part of that administration under charge of Theodore Roosevelt, as police commissioner. One of the first things done by Mayor Van Wyck in the way of change was the summary dismissal of the police commissioners, Phillips and Hamilton, and Chief of Police McCullagh, on May 21, 1898.

The year of 1898 was that of the Spanish-American War, and several of the New York regiments went to the conflict, the first being the Seventy-first Regiment, which marched to camp at Hempstead, Long Island, on the President's call for troops, April 29, 1898, and left for the front on May 14th. Hon. Theodore Roosevelt, who had been police commissioner under Mayor Strong, and had been appointed, in 1897, assistant secretary of the navy, resigned that position when the war with Spain was declared, and with Dr. Leonard Wood, an army surgeon, organized the First Regiment of United States Volunteer Cavalry ("Rough Riders"), which was recruited from the ranches of the West. Surgeon Wood, because of his superior technical knowledge, was made colonel, and Mr. Roosevelt lieutenant colonel, of the regiment. That regiment went to Cuba, participated in the fighting in front of Santiago, Cuba, and Mr. Roosevelt was promoted to the colonelcy of the regiment for gallantry at Las Guasimus.

The war was over within a few months, most of the troops returning to the United States, and Colonel Theodore Roosevelt, General Joseph Wheeler, the Rough Riders, and the Third United States Cavalry, landed at Montauk Point on August 15, 1898; and five days later there was an imposing naval parade in New York harbor of Admiral Sampson's victorious Santiago fleet. Admiral Cervera, the Spanish naval officer whose fleet had been destroyed on July 3d by a part of Admiral Sampson's fleet, under command of Rear Admiral Schley, arrived in New York on September 8, 1898. On October 12, 1898, the battleships Oregon and Iowa sailed from New York for Manila.

One of the notable deaths of the year was that of Colonel George Edward Waring, the famous sanitary engineer, born in 1833, who died in New York, October 29, 1898. Colonel Waring had for a long time been at the head of the sanitary arrangements of New York, and under his supervision the present very thorough system of street cleaning and sanitation, which makes New York one of the cleanest of the large cities of the world, were inaugurated.

At the election in 1898, Colonel Theodore Roosevelt, of the Rough Riders, was elected governor of the State of New York.

The New York Legislature, in 1899, elected Chauncey M. Depew, Republican, distinguished as a railway administrator and as an after-dinner orator, to the office of United States senator from New York, in succession to Edwin Murphy, Jr., of Troy, New York.

BROAD STREET, LOOKING NORTH

The year 1900 saw the beginning of important movements in connection with the question of rapid transit, the contract for the construction of the New York Rapid Transit tunnel being awarded to John B. McDonald, on January 6th of that year.

Governor Roosevelt, in the same year, appointed the New York Tenement Commission, which instituted important reforms in connection with the building laws and sanitary arrangements that refer to the tenements in New York City.

The presidential election of 1900 was again between William McKinley, on one side, and William Jennings Bryan on the other, although the issues were somewhat different from those in 1896, and the election principally turned upon the question of the relations of the United States to its insular possessions, and the question of the future of the inhabitants of the Philippine Islands. The contest for Vice President was between Governor Theodore Roosevelt, of New York, Republican, and Adlai Stevenson, of Illinois (former Vice President), on the Democratic ticket. McKinley and Roosevelt were elected, but the assassination of President McKinley, on September 14, 1891, while in attendance at the Pan-American Exposition at Buffalo, made Theodore Roosevelt, a citizen of New York, President of the United States, which office, by election to the same position in 1904, he continued to hold until March 4, 1909. One of the features of the campaign of 1900 was the Republican "Sound-Money" parade, held November 3d, three days before the election, and which was the most imposing parade ever held in New York as a part of a political campaign.

The offer of Andrew Carnegie, on May 13, 1901, to contribute $5,200,000 to build sixty-five branch libraries for New York City, provided that the city would furnish sites and maintenance for such branches, was accepted by the city. At the election in November 6, 1900, Benjamin B. Odell, Republican, was elected governor of New York for the term beginning January, 1901, and on January 21st, the governor transmitted to the Legislature the report of the New York City Charter Revision Commission, with a message urging municipal economy. The Legislature also passed a New York Police Commission Bill which, among other things, contained a clause bestowing upon the governor the power of removal of the police commissioner. This bill being submitted to Mayor Van Wyck, he vetoed it on February 17, 1901, upon the ground that the clause giving to the governor the power of removal was unconstitutional; but the Legislature passed the Police Commission Bill over the mayor's veto, and it was signed by Governor Odell and became a law February 20, 1901.

A bill creating a bi-partisan Bureau of Elections for New York City was passed by the Legislature, March 13, 1901.

The New York Charter Revision Bill, having been passed by the Legislature and submitted to Mayor Van Wyck, was vetoed by him, but on April 22d was passed by the Legislature over that veto and became a law, and has continued to be operative to the present time, having been passed as the result of developments which had made the original charter of Greater New York, passed in 1897, seem inadequate for the needs of this great municipality. The 1901 charter, however, is still regarded as deficient in many respects, and is now (1910) in the hands of a commission for the purpose of revision.

On May 13, 1901, was established the celebrated Hall of Fame of the New York University, which has continued to hold a prominent place in national interest.

There is no summer in New York City that there is not some day that the average citizen will declare is the hottest ever experienced, but, so far as results are concerned, July 20, 1901 was the most disastrous day in the number of deaths from heat that the city ever knew, two hundred having died from the effects of the heat on that day.

The Metropolitan Museum of Art was greatly enriched by the death, on July 5, 1901, of Jacob S. Rogers, a locomotive manufacturer of Paterson, New Jersey, who bequeathed his estate, amounting to $5,000,000, to the museum.

In the municipal election which was held in November, 1901, Seth Low, the fusion candidate, was selected as mayor of New York for two years, 1902-1903, over Edwin M. Shepard, the Democratic candidate. Mr. Low represented a reform movement which had been inaugurated as the result of dissatisfaction with the acts of the Van Wyck administration and of the domination of politics by Tammany Hall; and while the majorities were small, except in Brooklyn, where Seth Low had formerly been a very popular mayor of that former city, Mr. Low received a majority in each of the boroughs, and with him were elected the other reform officials, elected on the same ticket, all of whom entered office on January 1, 1902.

The new mayor had been president of Columbia University for several years, and in his place, upon his resignation, the trustees of Columbia University selected Professor Nicholas Murray Butler as the head of that great educational institution, on January 6, 1902. Columbia University has since made rapid strides in its importance and membership, and is now the most largely attended university of the United States.

There were numerous disasters in 1902, one of which was a collision in the New York Central Tunnel, on January 8th, in which seventeen persons were killed, and another disaster occurred in the New York Rapid Transit Tunnel, on January 27th, through an explosion, by which many were killed and injured and much property was destroyed. The disastrous Park Hotel fire, in which seventeen lives were lost, also occurred that year, on February 22d.

A notable event of the year was the visit of Prince Henry of Prussia, who had come to take part in the ceremonies connected with the launching and christening of the German Emperor's new yacht Meteor, which had been built here. The visit extended from February 21st to March 15th. Among the notable incidents of the visit was the christening of the yacht by Miss Alice Roosevelt, daughter of the President, on February 28th, and a dinner given in honor of Prince Henry, known as the "Captains of Industry Dinner, at which one hundred of the largest capitalists and heads of great American industries were invited to meet the Prince.

At the municipal election, in 1903, Colonel George B. McClellan, son of the Union general of the same name, was elected mayor of New York, to which office he succeeded on January 1, 1904. Mayor Low, who was again the candidate on the Fusion ticket, had a slight majority in the borough of Richmond, but all of the other boroughs gave the preference to McClellan.

On October 5, 1904, Mayor McClellan caused a sensation by removing the entire board of the municipal Civil Service Commissioners from office, and also at the same time demanding the resignation of William P. Schmitt, commissioner of parks for the Borough of the Bronx, and appointing an entirely new Civil Service Commission.

One of the tunnels under the Hudson River, between New York and New Jersey, was completed March 11, 1904, although it was not open for traffic until the completion of connections on both sides.

The chief event of the year was the opening of the great subway on October 27th. Mayor McClellan ran the first train from the City Hall station. Afterward the road was open to the public on that day and passengers to the estimated number of 150,000 rode over the rails between the hours of 7 p. m. and midnight.

The idea of an underground railroad for New York was first broached officially in 1890, when Mayor Hugh J. Grant appointed a commission, headed by August Belmont, to suggest plans for rapid transit. In 1872 the plan was reported on, and abandoned by the commission after an expenditure of $136,000. In 1897 the Supreme Court appointed another commission, and in 1899 the commission advertised for bids for building a subway route. On January 16, 1900, the contract was awarded to John B. McDonald for $35,000,000. The time for the completion of the road was four and one-half years.

On March 25, 1900, Mayor Van Wyck turned the first shovelful of earth, with a silver shovel, in front of the City Hall, marking the commencement of all work on the subway. After that the work was continuous except as interrupted by strikes, and the completion of the road, as originally laid out, from One Hundred and Forty-seventh Street to the City Hall, was only one month and two days more than the four and one-half years stipulated from

HUDSON TERMINAL BUILDING

March 25, 1900. Extensions have since been made extending the system into the Boroughs of the Bronx and Brooklyn, and still other expansions of the lines are contemplated.

One of the events of 1905 was the blizzard which occurred on January 25th, which, though not so severe as the one that had been recorded for 1888, was sufficiently so to stop all surface travel.

One of the most notable events of 1905 was the life insurance investigation of that year, which resulted in a marked change in the management of all the large life insurance companies and the discovery of much that was unsound in the methods used by the companies, and the prosecution for illegal practices of several of the principal insurance officers. Many of them were forced to resign, and the Legislature, in 1906, receiving the reports of the Armstrong Insurance Commission, enacted laws to prevent the practices which had been discovered in the course of the investigation.

The mayoralty contest of 1905 was one of the most exciting that ever occurred in the history of New York. George B. McClellan was a candidate for reëlection on the Democratic ticket. William M. Ivins was the candidate on the Republican ticket, and William Randolph Hearst, proprietor of the New York Journal, the New York American, and a number of other newspapers in various parts of the country, was nominated by a party he had himself organized, known as the "Municipal Ownership League." Mr. Hearst is a man of very great wealth, and had organized a very effective campaign machine; and being himself a man of great energy, visited every section in the city, with his speakers, in support of himself and his platform, which was very profuse in the promises of what would be accomplished in the case of Mr. Hearst's election. He drew very largely from the vote of both of the old parties, receiving a substantial majority over McClellan in the Borough of Brooklyn and a small majority also in Queens, while McClellan carried the Boroughs of Manhattan, the Bronx, and Richmond. After the election a contest was started by Hearst, who claimed that a recount would show that he was elected, and the figures were so close that many believed that this claim was true. Even McClellan does not appear to have been any too sure about it, for he interposed many obstacles in the way of a recount. The mayoralty contest was not finally decided until June 13, 1908, when in the Supreme Court the recount was ended by an instructed verdict, finding that George B. McClellan had been elected mayor of New York by a plurality of 2791, which, however, was 863 less of a majority over Hearst than was originally shown in the official returns. This election was one of special importance, because it was the first one under the new law giving a four-year term to the mayor of New York, so that McClellan had secured one two-year and one four-year term, making six years in all.

During the year 1906 there occurred, in June, one of the most sensational murder cases in the history of New York: the shooting of Stanford White, the most famous of American architects, by Harry K. Thaw, in the Madison Square Roof Garden, in June of that year. It is not necessary to go into the details of this recent crime, which resulted in the acquittal of the defendant on the ground of insanity, and his incarceration in the asylum for the criminal insane at Matteawan. Vast sums of money were spent in defense of Thaw, whose family was one of the wealthiest in Pittsburgh, and numerous attempts were made to secure his release from the asylum on the plea that he is now sane, but uniformly without success.

In 1906, Mr. Hearst again appeared in politics as a candidate for governor, this time being nominated not only by his own party, which had changed its name to "Independence League," but also securing the Democratic nomination. Very many of the Democratic voters of the city and State, however, would not vote for Hearst, who had the year before been actively denouncing their party and its candidates, while the Republicans had the advantage of an exceptionally strong candidate in Charles E. Hughes, one of the ablest lawyers of New York City, who had been at the head of the great insurance examination of 1904. Mr. Hughes was elected by a plurality of nearly fifty-eight thousand votes over Hearst.

The important events of 1907 included the meeting in New York, on April 14th, of the National Arbitration and Peace Congress, and the passage of a bill in the Legislature, signed by the governor, June 6, 1907, creating a Public Utilities Commission, to have supervision and regulation over the various railroads. This has resulted in various reforms in connection with the operation of street railroads, subways and elevated railroads in New York City.

On June 20th, Mayor McClellan turned the first sod in the construction of the Catskill Water Supply System, which, when completed, will greatly enlarge the water resources of this great metropolis.

On September 13th, the Lusitania, of the Cunard line of steamers, from Liverpool, completed her maiden trip from Queenstown in five days and fifty-four minutes, this being the largest steamship ever built, up to that time, with a gross tonnage of 32,500 tons, and 70,000 indicated H. P., with a length of 790 feet and breadth of 88 feet and a depth of 60½ feet. This vessel and her sister ship of the same dimensions, the Mauretania, have since been running regularly between New York and Liverpool, and have several times reduced the record. The fast time record is now held by the Mauretania, which left Queenstown September 26th, and arrived in New York, September 30, 1909, in four days, ten hours and fifty-one minutes.

On October 17, 1907, the first regular wireless despatch over the Atlantic Ocean for commercial purposes, was received in New York.

On October 21, 1907, there was great financial disturbance in New York, owing to the suspension of the Knickerbocker Trust Company, which was followed between then and the 30th by the suspension of several of the banks, and caused a financial stringency in the city for several months. The suicide of Charles T. Barney, on November 14th, was one of the incidents of the troubles that followed, and several prosecutions for the violation of the banking laws were started against various officials.

On January 9, 1908, the East River tunnel, from Manhattan to Brooklyn, was open to traffic as a part of the Interborough Rapid Transit Railroad, and has since been in operation, and on February 25th, the first of the tunnels under the Hudson River, to New Jersey from New York, was open to traffic by the Hudson and Manhattan Railway Company, of which William G. McAdoo is president and executive.

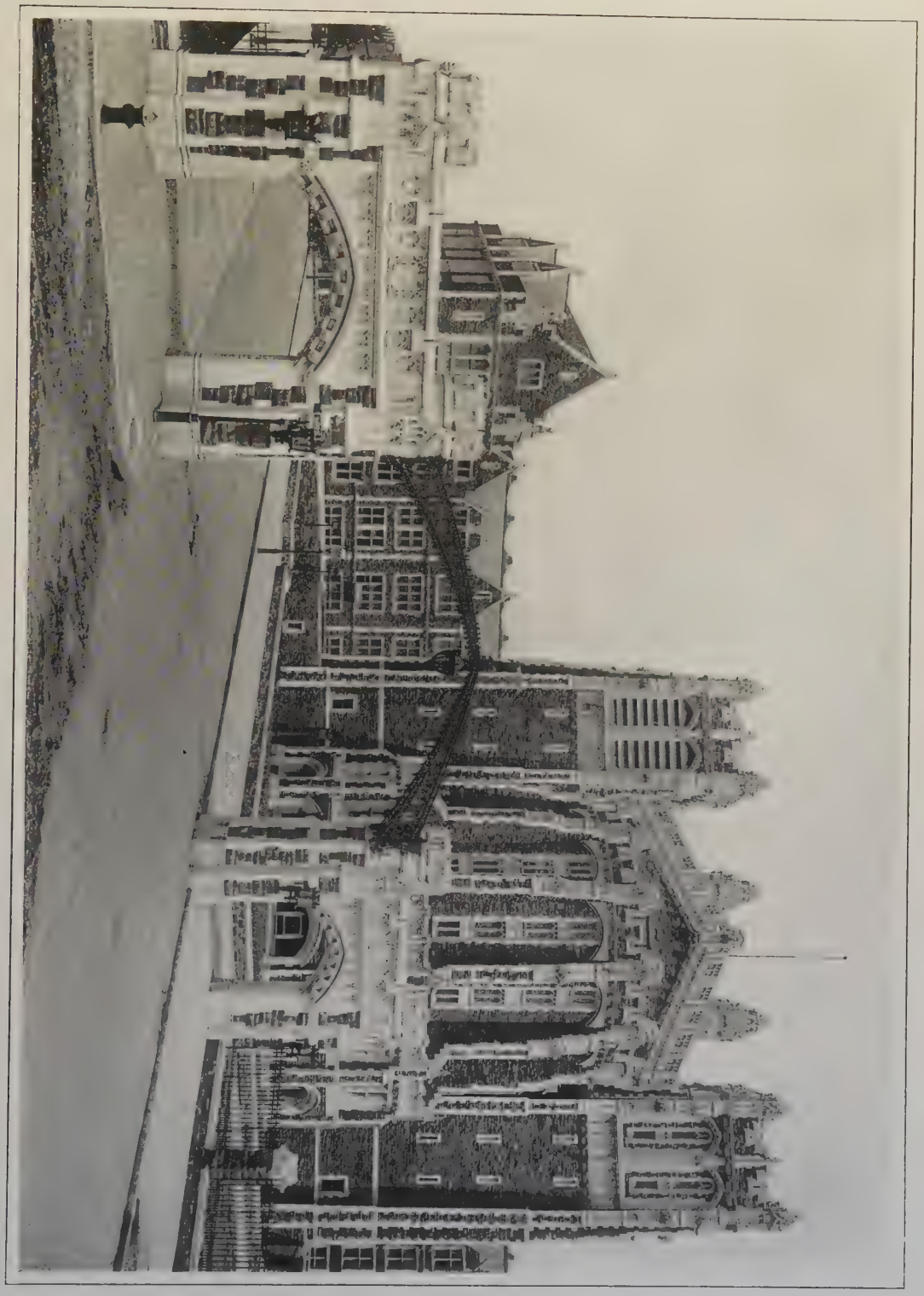
The Knickerbocker Trust Company reopened for business on March 26, 1908, having been reorganized and strengthened, and placed under new management.

The Old Free Academy of New York, the origin of which has been heretofore mentioned, and which several years after had received collegiate powers, and changed its name to the "College of the City of New York," had so grown that new premises were required, and the new buildings on St. Nicholas place, at One Hundred and Thirty-eighth Street, were built, and were formally opened on May 14, 1908.

On May 30, 1908, the body of George Clinton, the first governor of the State of New York, arrived in New York, arrangements having been made for its removal from the city of Washington to Kingston, New York, where the two hundred and fiftieth anniversary of the settlement of Kingston took place on the 31st instant. The body was received in New York City with appropriate honors and forwarded to its final destination.

In 1908 occurred another presidential election, William H. Taft for President, and James S. Sherman for Vice President, being the candidates upon the Republican ticket, and William Jennings Bryan for the third time was the Democratic nominee, with Jacob S. Kern, of Indiana, as his running mate. The Republican ticket was elected; and Charles E. Hughes was also a successful candidate, reëlected to the office of governor of New York, which he resigned to take effect in October, 1910, having been appointed associate justice of the Supreme Court of the United States.

In 1909 occurred several centenaries, notably those of Abraham Lincoln, Edgar Allen Poe, Charles Darwin and Alfred Tennyson, all of which were celebrated in New York.



COLLEGE OF THE CITY OF NEW YORK

On March 13th, news came from Palermo, Sicily, that Lieutenant Petrosino had been assassinated in that city, presumably by the members of what is known as the "Black-hand Society." This was an association of Italian criminals, many members of which had found their way into the United States, and believed to be responsible for many murders and other atrocities. The usual method of the Black-hand was to send threatening letters to some person supposed to be wealthy, usually of their own nationality, threatening death, the abduction of some child, or some atrocity, in case of non-compliance with their demands for money. Lieutenant Petrosino had been untiring in the work assigned to him of the detection and punishment of members of this murderous society, and was in Italy in pursuance of his official duty, when he was assassinated. His body was returned to New York and committed to the earth with military honors.

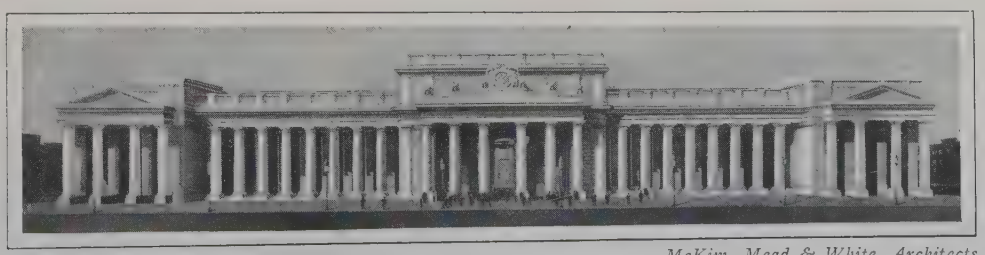
An important event of the year was the opening, on March 13th, of the new Queensborough bridge, connecting New York, at Fifty-eighth Street, with Long Island City.

On July 6, 1908, Commander Peary, U.S.N., the arctic explorer, left New York in the steamer Roosevelt, on another polar expedition to the North, with an equipment which seemed to assure him success in reaching the North Pole. On September 1, 1909, a Danish ship touched at the Orkneys, in the North of Scotland, having on board Dr. Frederick A. Cook, an explorer who had left New York in 1907, who telegraphed from there that he had reached the North Pole on April 21, 1908, and had afterward undergone a winter of terrible privations in the frozen regions of the North. A few days afterwards he reached Copenhagen, where his announcement of the discovery of the North Pole was fully credited and honors heaped upon the explorer. On September 6th, however, Commander Peary, who had reached Indian Harbor, Labrador, on his return voyage, announced that he had discovered the North Pole, in April, 1909. A week later Peary sent another despatch, relating to the claim of Dr. Cook, declaring that Cook had not reached the North Pole, and immediately a controversy began over that subject. Dr. Cook arrived in New York City, on September 21st, and received an uproarious welcome. After that he lectured in various points of the country in regard to his discovery, publishing in serial form, in the New York Herald, what purported to be a narrative of his adventures in reaching the pole. Peary afterward arrived, and his accounts were so specific and so well attested, that there was practically no doubt about the fact that he had reached the North Pole. Still many, and probably a majority, of the people believed the story of Dr. Cook, on the strength of which he was awarded the freedom of the city by the Board of Aldermen, on October 15, 1909. Later dis-

coveries in regard to the doctor weakened public opinion, and his so-called records, which were sent to the University of Copenhagen, in December, were examined by that body, which found that they did not at all establish his claim. Before this decision was made, Dr. Cook and his family disappeared from view. So although it is undoubtedly true that Dr. Cook was somewhere in the far Arctic region at the time, his accounts of having reached the pole are thoroughly discredited. The scientific world now fully recognizes the claim of Commander Peary as the first discoverer of the North Pole.

In the municipal election, in November, 1909, the Democratic nomination was given to Judge William J. Gaynor, of Brooklyn, who had a long and honorable record as a jurist and a political reformer. The Republicans and several independent organizations had, previous to Gaynor's nomination, united in the selection of Otto H. Bannard, president of the New York Trust Company, as the fusion candidate for mayor. William R. Hearst, who had previously expressed a desire to support Judge Gaynor if he should be nominated on an independent ticket, declared himself against that gentleman, after he had received the Tammany nomination, and himself became a candidate for the mayoralty, making many speeches, principally directed against Gaynor. Judge Gaynor received over 250,000 votes, Bannard over 177,000, and Hearst over 104,000, so that Judge Gaynor was elected mayor, while for the other municipal offices, Mr. Bannard's running mates on the Fusion ticket were elected. Mr. Gaynor began his administration so much to the city's general satisfaction, that the attempt to assassinate him, by a discharged dock employee, in August, 1910, shocked the world. Fortunately he recovered from his wound.

One of the vastly important events of 1909 was the completion of the Pennsylvania Railroad terminals, so that an inspection train was run through under the Hudson River, from Harrison, New Jersey, to New York City, over the Pennsylvania Railroad tracks. This paved the way for the opening of regular train service over the Pennsylvania lines direct to Thirty-second Street and Seventh Avenue, New York, which began on September 8, 1910, trains now running into the magnificent new terminal station of that company.



McKim, Mead & White, Architects

THE NEW PENNSYLVANIA RAILROAD STATION

TRINITY BUILDING *Francis H. Kimball, Architect*

CHAPTER THIRTY-SIX

NEW YORK HARBOR AND THE HUDSON RIVER
THE HUDSON-FULTON CELEBRATION

As a harbor and commercial centre New York possesses unsurpassed advantages of situation. It is located in latitude 40° 42′ north, and longitude 70° west of the Meridian of Greenwich. The rocky island of Manhattan rises abruptly from the waters of a landlocked harbor, upon whose broad surface might float the combined navies of the world.

About eighteen miles south of the Battery begin the entrance channels to the Lower Bay: the South, Main, Gedney and Ambrose Channels, the latter only completed about 1907, and being the deepest of all, and used by the greatest of the modern "leviathans of the deep." The Lower Bay is connected with the Upper Bay and Newark Bay by the Kills around Staten Island.

To the east of the island of Manhattan the East River connects the Upper Bay with Long Island Sound, which affords a route safely protected from the Atlantic for vessels bound from New York to the cities of Southern New England. On the north of Manhattan Island the Harlem Ship Canal connects the East and North (Hudson) Rivers.

At ebb-tide there is a depth of twenty-one feet of water on the outer bar between Sandy Hook and Long Island, and the tidal wave rises and falls but six feet. The port is open to navigation all the year round, even when the Chesapeake and Delaware Bays are frozen over.

The Lower Bay has eighty-eight square miles, and the Upper Bay fourteen square miles of anchorage, a total of 102 square miles. The water front of the city has been greatly improved for the purposes of a harbor by its great system of jetties and docks. There is a total of 478 miles of water front and seven hundred miles of wharf room.

To the interior stretches the Hudson River, navigated by some of the finest vessels that ever floated on inland waters, and connected for freight purposes by the great canals which, before the railroad became a fact, had been opened to form a line of traffic communication between the great lakes and the Atlantic Ocean. Of the Erie Canal the Legislature authorized the final survey on April 13, 1806; work was begun at Rome, in Oneida County, July 4, 1817, and the first boat, the Seneca Chief, left Buffalo October 26, 1825, and arrived in New York City November 4, 1825. The second of the canals of importance is the Champlain Canal, begun in November, 1817, and opened September 10, 1823. It connects Lake Champlain with the Hudson River and the Erie Canal. Many other canals in the State add their quota to the traffic which has its southern terminus in New York City.

When Hudson came through the Narrows and crossed the broad Upper Bay, his first idea was that he had found the passage to Cathay, that had been the dream of the adventurers from the days of Columbus. He missed Cathay, but found a greater land. His voyage up the Hudson has been fully described, from his own narrative, in the first part of this volume, and that river was the most important discovery of his voyage. It was that river, with the possibilities that it opened for trade with the aborigines, that made his discovery especially valuable to civilization, and that caused the settlement of New Netherland a decade later. The commercial Dutch, fully alive to the value of waterways as trade thoroughfares, founded the settlement which has expanded to the present New York, because of the usefulness of the river as a business highway. The historic importance of Hudson's discovery has never been questioned, and the proposition that there should be a tercentenary celebration of the discovery held in 1909 was, therefore, a most appropriate one.

It was not the tercentenary of the city, but of the river, for the city was not founded for several years after the Half-Moon sailed up what Hudson called the "Groot Rivier" or Great River. Even that was not its first name, for the respective Indian tribes, which were very numerous, whose villages lined its shores, each called the river by their individual tribal names, as the "Shatemuc," "Mohican" and "Cahohatatea." The first Dutch settlers named it "Mauritius" in honor of Prince Maurice of Nassau, then at the head of the United Netherlands, while the English, in the earliest maps of the region made by them after the discovery, indicated it in those maps as "Hudson's River," that being the basis of their rather shadowy claim to the region, because Henry Hudson, though at the time master of a Dutch ship, was an Englishman. After English sovereignty was established the name "Hudson River" became the permanent one. From the first, however, both under the Dutch and the English, the residents of the City of New York have, to this day, used the alternate name of "North River" almost as frequently as the proper name of that great stream, because the stream or strait on the other side of the island is named "East River."

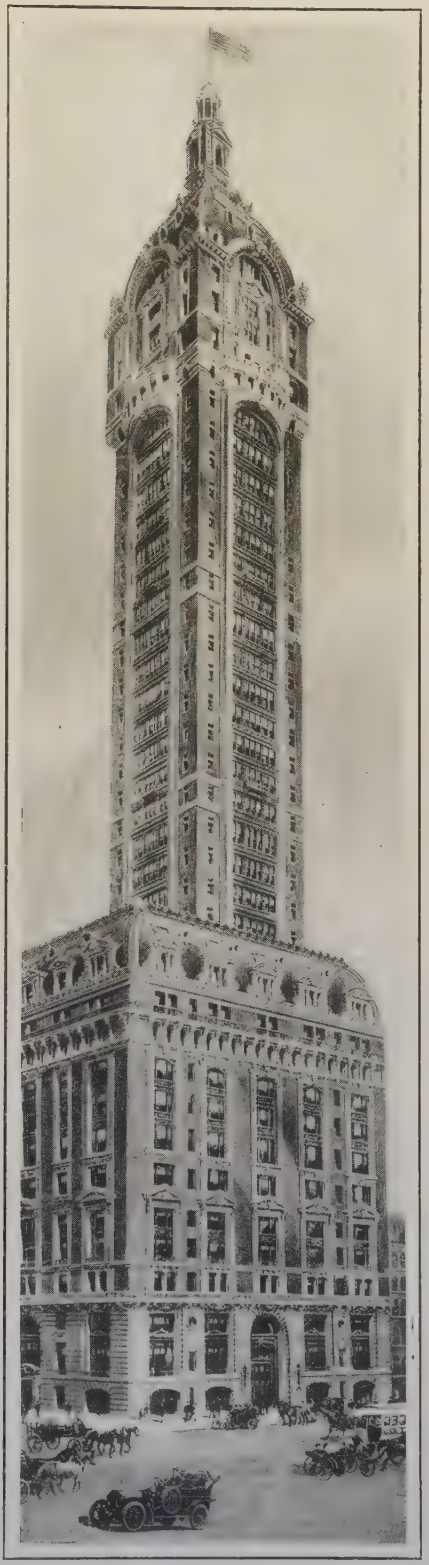
The proposition that there should be a great celebration commemorative of the three hundredth anniversary of the discovery of the river by Henry Hudson was made as far back as 1901, by Eben Erskine Olcott, and at that time and afterwards, by communications to newspapers and by personal advocacy, he impressed his views upon people of influence. In 1902 he called together a number of prominent citizens at an informal dinner at the University Club, where the first discussion of plans for the proposed celebration took place.

Meanwhile there was developed a desire to properly celebrate another event connected with the Hudson River, scarcely second in importance to the

original discovery of the river itself, and even more general and international in its bearing, this being the centenary of steamboat navigation, beginning with the successful voyage of Robert Fulton's Clermont in 1807. This, too, was a proposition so full of merit and desirability that it appealed to a large number of people as favorably as did the proposition to celebrate Hudson's discovery. It did not seem possible, however, to properly honor both events on two separate occasions so close together as 1907 and 1909, and for this reason it was finally decided to merge the two anniversaries in one celebration, the planning and execution of which was finally accomplished by the appointment, by the governor of the State of New York and the mayor of the City of New York, of the Hudson-Fulton Celebration Commission, which was incorporated in 1906. Before it came to this point there had been much effective and patriotic preliminary work, first by Mr. Olcott, the original proposer, and afterward by other gentlemen in association with him, leading up to the final organization of the commission.

During the first two hundred years in the history of the Hudson River there was comparatively very little change in the method of its navigation. Prior to the historic period the Indians had navigated it with their bark canoes, but the white men who came used sails, as well as oars, in traveling up and down the river, after the first trip of Hudson's Half-Moon. The navigation of the river increased in volume, and the vessels used showed some improvement in construction, but it took the invention wrought out by Fulton's genius to give new life to the commerce, first of the Hudson River, and afterward of the world.

The earliest steamers on the Hudson were very crude in design, but the problems of steam navigation have very largely been worked out



THE SINGER BUILDING

first on that stream; and it is on the Hudson River that navigation as applied to inland waters has reached its highest development. To Commodore Alfred van Santvoord, more than to any other man since Fulton, is due the wonderful development of the Hudson River as a highway of travel. To him is due the transition from the old-fashioned, uncomfortable, dingy and unsightly steamers of the early day, to the magnificence of the modern floating palaces, like the Hendrik Hudson and the Robert Fulton, representing the highest ideal of art and beauty as applied to naval architecture. On these steamers one may now travel with the utmost speed, comfort and luxury, while viewing the beauties of the "very good land to fall in with, and pleasant land to see," which so delighted Henry Hudson three hundred years ago.

The scenic beauties of the Hudson have been extolled by travelers from Hudson's day to this, and while Manhattan Island has had a wonderful transformation from the hilly forest that Hudson saw to the present wonderful city of lofty and sky-scraping buildings, the reaches beyond the city and northward to Albany are still scenes of beauty which make the Hudson justly regarded as a parallel and peer to the far-famed Rhine. Fortunately the spirit of conservation and scenic preservation has taken strong possession of the public mind in our day, and measures are on foot to preserve and accentuate the scenic attractions and historic memorials of the Hudson. The new project of the Great Highland Park, now made certain by act of the Legislature, is one of these most worthy measures.

The Hudson-Fulton Celebration Commission was composed of more than seven hundred prominent citizens of the State of New York, among whom were included, ex officio, the mayors of the forty-seven cities of the State, and the presidents of thirty-eight villages along the Hudson River. The joint interest of the State of New Jersey in the celebration was recognized by Governor Hughes by the appointment of fifteen citizens of New Jersey among the members of the commission. The expenses were paid from a State appropriation and a large private fund.

The officers of the commission were: General Stewart L. Woodford, president; Herman Ridder, presiding vice president; Andrew Carnegie, Hon. Joseph H. Choate, Major General Frederick D. Grant, U.S.A., Hon. Seth Low, J. Pierpont Morgan, Hon. Levi P. Morton, Hon. Alton B. Parker, John E. Parsons, General Horace Porter, Hon. Frederick W. Seward, Francis Lynde Stetson, Hon. Oscar S. Straus, William B. van Rensselaer, and General James Grant Wilson, vice presidents; Isaac N. Seligman, treasurer; Colonel Henry W. Sackett, secretary, and Dr. Edward Hagaman Hall, assistant secretary.

The celebration was broadly planned and was executed upon the largest and most generous scale. The two events to be commemorated were recognized as being local in only a very restricted sense. The discovery of Hud-

son and the invention of Fulton were of world-wide significance, and all the nations were therefore invited to participate in the proceedings, and responded by sending some of their greatest fighting ships to take part in the great naval parade which opened the two weeks of pageantry.

The date of the celebration was set for the two weeks from September 25 to October 9, 1909, the principal events during the first eight days occurring in Greater New York and upon the Hudson River opposite the city. In the following week the celebration continued at the Hudson River cities from Yonkers to Troy.

The opening day, Saturday, September 25th, witnessed the most imposing display of vessels ever gathered in the harbor of New York, or in this country, and never excelled in diversity in any place, or on any occasion, in history. Holland, with due realization of the important connection of the Netherlands with the history of New York, and whose flag was the first to fly over the waters of the Hudson, had gone to great pains to produce a replica of the Half-Moon, which became one of the two leading features of interest of the entire celebration, the other being an exact reproduction of the Clermont, with which Fulton revolutionized the entire art of navigation and began a new epoch for the commerce of the world.

In the Naval Celebration, flying the flags of all of the great powers as well as those of numerous countries of lesser importance, was collected what was probably the greatest fleet of war vessels that was ever mobilized. The naval vessels anchored at convenient distances apart, midstream of the North River, extending from Forty-second Street to a point above Spuyten Duyvil, numbering about one hundred sea fighters.

The ranking officer of the Naval Celebration was Sir Edward Hobart Seymour, G.C.B., admiral of the British Fleet, which was represented by the flagship Inflexible, largest of the warships assembled in the river, the Drake, the Duke of Edinburgh, and the Black Prince. Germany also sent four of her great vessels, the Bertha, Bremen, Dresden, and Viktoria Luise, the latter being the flagship of Grand Admiral Von Koester. France, Italy, Holland, Mexico and Argentina were also represented among the warships, while the American Fleet was under the general command of Rear Admiral Seaton Schroeder on the battleship Connecticut (flagship).

Besides the war vessels more than one thousand other craft, including steamboats, private steam yachts and tugs took part in the parade, which formed at about one o'clock in the afternoon at a point midstream, between St. George, Staten Island, and Bay Ridge. Previous to the formation of the parade, beginning about 10.30 a. m., the Half-Moon and the Clermont, accompanied by a part of its escort squadron, assembled in the Kill Von Kull and maneuvered along the Staten Island, Bay Ridge and Brooklyn shores, giving

opportunity to many thousands on Staten and Long Island to see these two most remarkable vessels. The Half-Moon, during the ceremonies of the day, was manned by a detail from the Netherlands' cruiser Utrecht. The parade of vessels, including all except the war vessels, was under general command of Captain Jacob W. Miller, chairman of the Commission Committee for the Naval Parade. It was divided into eight squadrons, as follows: First Squadron, seagoing and coastwise merchant vessels; Second Squadron, steamboats plying the inland waters of the United States, including ferryboats; Third Squadron, steam yachts; Fourth Squadron, motor boats; Fifth Squadron, tugs and steam lighters; Sixth Squadron, all sailing craft, and such other vessels as applied for anchorages, between Seventy-second Street and One Hundred and Thirtieth Street, Hudson River, during the ceremonies; Police and Public Safety Squadron, police, wrecking, fire and hospital boats; Escort Squadron, Half-Moon, Clermont, naval militia vessels, steam launches, cutters, small boats and government craft, such as torpedo boats and submarines detailed by the United States naval authorities; Patrol Squadron, United States revenue cutters and other government, State, municipal or private vessels, ordered or authorized by the secretary of the Department of Commerce and Labor; Scout Squadron, fast steamers and motor boats to act as dispatch vessels under orders from the commanding officer of the naval parade. An incident of the parade which was not on the program was the collision between the Half-Moon and the Clermont, which while it caused no damage, led to the attachment of a tug to the Half-Moon, to take it to the reviewing stand at the foot of One Hundred and Tenth Street, its arrival there being greeted by a salute in which all of the great fighting vessels participated, which was beyond question the greatest cannonading ever heard in New York harbor.

It is said that this celebration brought to New York the largest crowd that ever was within its borders, including one million out-of-town visitors. This estimate is on the basis of reports from the hotels, which entertained six hundred thousand of these visitors, while it is doubtless true that at least two-thirds as many were either entertained in private houses or came early in the morning and left at night.

A large part of the parade was repeated at night with the added feature of illumination of the ships, while the river was made still more brilliant by a great elevated battery of forty searchlights of five hundred thousand candle-power each, which played up and down the Hudson from early dark till after midnight.

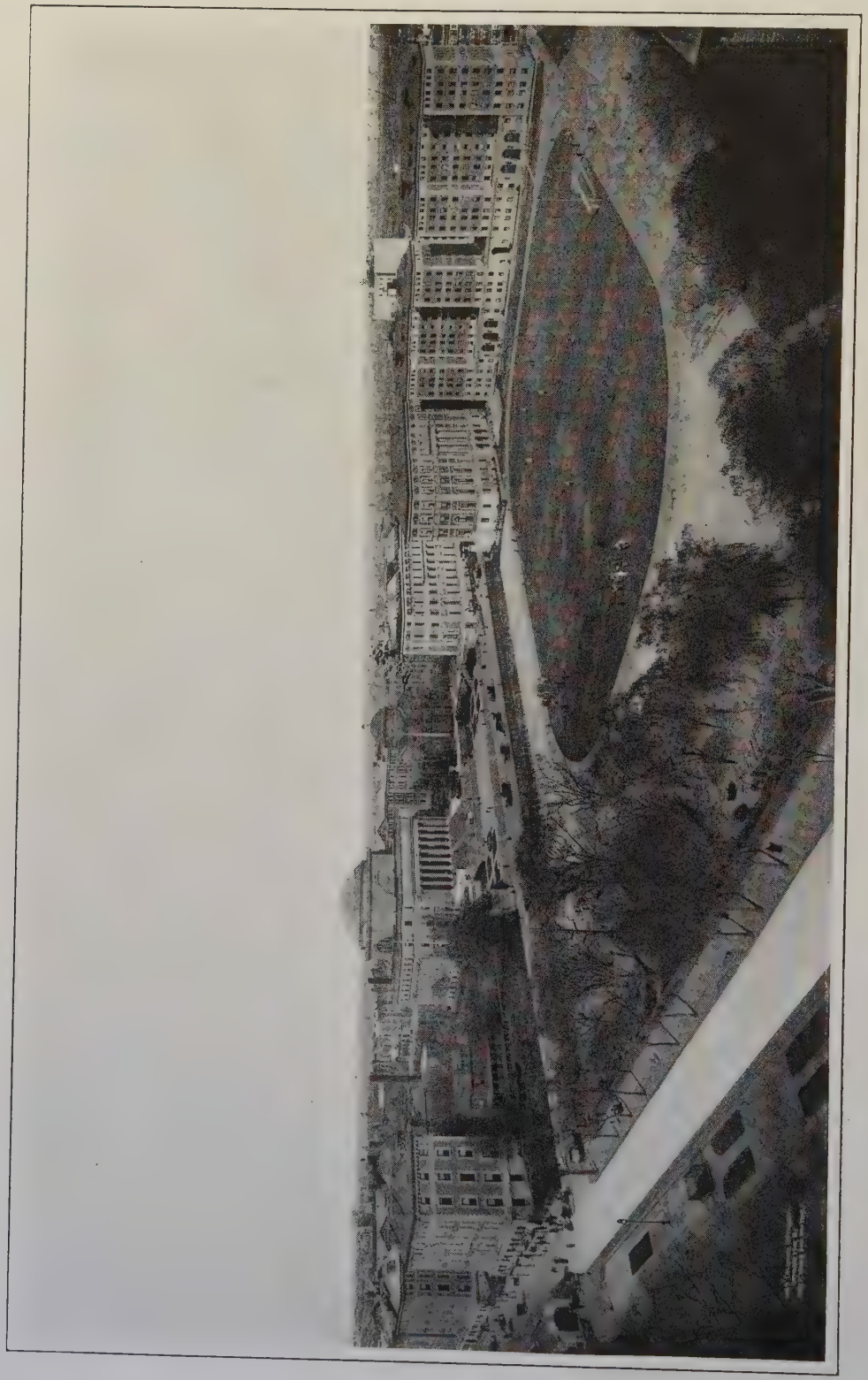
The display of vessels in the day parade was especially significant when compared with the Half-Moon and the Clermont. Viewed from the river, from the deck of one of the steamboats participating in the parade, the impression of progress was especially emphatic; for the great liners at their

piers and docks, on each side of the river, were all bedecked for the occasion, and the display of bunting was the most profuse that was ever collected at one time in any place in the world. The parade represented the entire space of time and progress from Henry Hudson's Half-Moon to the giant dreadnaught Inflexible, and from the puny Clermont to the mammoth Cunarder, the Lusitania. The illumination of the ships at night was a wonderful spectacle, the great Inflexible as well as ships of the German and American navies being outlined in myriads of electric lamps.

A feature of the celebration which extended through the first week from Saturday to Saturday, inclusive, was the brilliant illumination of the city, which exceeded in magnificence anything which has ever been attempted at any place in the world, including not only the illumination along the river, but also along Broadway and other business thoroughfares, and along the line of march of the various land parades which were held several times during the week beginning Monday, September 27th. Especially brilliant was the Court of Honor, extending from Fortieth to Forty-second Street, in an artistic design which covered the entire roadway at that point with a blaze of lights.

In connection with the celebration there were several exhibitions, including displays representative of the history of the city during three hundred years, made at the American Museum of Natural History, the Brooklyn Institute, the American Society of Mechanical Engineers, and the College of the City of New York, and the art exhibition in the Metropolitan Museum of Art, consisting of pictures of the early Dutch and Flemish schools and other pictures representative of historical subjects.

On Monday, September 27th, there was given, in the Metropolitan Opera House, a formal reception to the visitors to the city, presided over by General Stewart L. Woodford, president of the Hudson-Fulton Celebration Commission, and begun with an address of welcome by Mayor McClellan to the guests. Among the most distinguished of the guests were Admiral Seymour, Admiral Von Koester, Admiral Le Pord, of the French fleet; Jean Gaston Darboux, the French representative; J. T. Cremer, Dutch delegate; Youssef Zia Pasha, representative of Turkey; Señor Don Pio Bolanos, from Nicaragua, and Don Esteban Carbo, of Ecuador, as well as other representatives of foreign nations, who made brief responses to the welcoming speech of the mayor. From the Kaiser, Admiral Von Koester brought congratulations, and commented on the fact that this was the first time that the celebration of a single city had been made an international festival. One of the most interesting features in connection with this reception was the presence of the venerable author of the "Battle Hymn of the Republic," Mrs. Julia Ward Howe, who read an original poem, written for the occasion, which related to the achievements of Hudson and Fulton. Other features of that day (Monday) were the



COLUMBIA UNIVERSITY AND CAMPUS

dedication of Palisades Park by Governors Charles E. Hughes, of New York, and Franklin Fort, of New Jersey; and the laying of the corner stone of the monument to Henry Hudson, at Spuyten Duyvil, by Governor Hughes, with an appropriate address. In the afternoon four hundred officers of visiting warships were entertained on Governor's Island, by Major General and Mrs. Leonard Wood.

The Historic Parade of Tuesday, September 28th, was a brilliant and inspiring pageant. The line of march extended from One Hundred and Tenth Street at Central Park West, south to Fifty-ninth Street, thence east to Fifth Avenue, and south to Washington Square. Participating in the parade were nearly twenty thousand people, for the greater part in costume, and there were fifty-four floats, representing the history of New York City and the surrounding country in four periods: Indian, Dutch, colonial and modern. The modern division, however, brought the history down to no later events than the first Erie Canal boat and the introduction of Croton water into the city. The pageant was led by Mayor George B. McClellan and Herman Ridder, chairman of the Carnival and Historical Parades Committee, accompanied by a platoon of police. On each of the three great parade days there was a detail of four thousand four hundred police to keep order along the line of march, along which the stands, the sidewalks, the windows, the parapets, and every available nook and corner from which a view of the parades could be obtained were filled with a crowd estimated to be in excess of two million people.

On Thursday was the occasion of the great Military Parade, which was unique in the history of parades in America because of the large representation of foreign forces in the line. Admiral Seymour, with his blue-jackets and marines, led the line of march, after the preliminary police platoon to clear the way, followed by detachments from the German, Netherlands, French and Italian fleets. After these came United States Coast Artillery, United States Marine Corps, West Point Cadets, Naval Militia, the National Guard, after whom came a small but interesting company of Argentine Cadets; and ending up the line of march, the Regulars in khaki uniforms. There were twenty-five thousand men in line in this parade, all excellently drilled, the German sailors and marines making the finest appearance among the foreigners, while among the American forces the West Point Cadets and our own Seventh Regiment were especially admired for the excellence and precision of their marching and evolutions.

On Saturday there was another parade, the Carnival Pageant, which occurred at night. It was brilliantly illuminated and was participated in by many of the civic societies and social organizations of the city, and in addition to brilliant costumes and a very large number of allegorical floats, was

conspicuous for its liberal use of lights, probably the most profuse ever used on a similar occasion.

On Friday, October 1st, the naval parade proceeded up stream, visiting points from Yonkers to Newburg, and on this up-river trip they were accompanied by the steamer Roosevelt, in which Commander Peary went to the North Pole, the commander himself, with Captain Bartlett, master of the vessel, being on board in the parade to Newburg.

The remainder of the celebration was all at up-river points, closing on October 9th. In the city, beside the special events enumerated, there were many others, notably aeroplane flights by Wilbur Wright and Glenn Curtiss, who, on Wednesday, September 29th, made ascents from Governor's Island, Mr. Wright especially making a trip which attracted much attention, because he circled several times around the Statue of Liberty. There were also local celebrations and parades in the Bronx and in Brooklyn Borough, and a large number of private receptions and festivities in which the foreign visitors were the honored guests.

The Hudson-Fulton Celebration was a valuable and educational enterprise, and did much to impress the people of the City of New York, and the many thousands of visitors to it, with the fact that the city has a history worthy of study, and has accomplished more in the way of municipal growth than ever did any other city in the brief space of three centuries.

McKim, Mead & White, Architects

ANOTHER VIEW OF THE NEW PENNSYLVANIA RAILROAD STATION

CHAPTER THIRTY-SEVEN

GROWTH AND DEVELOPMENT OF COMMERCE TRANSPORTATION FACILITIES AND PUBLIC UTILITIES OF THE CITY

Commerce, in a new country, follows the line of least resistance, and the most obvious thing for the first white settlers of New Netherland to do was to trade with the Indians for the commodity which, when bought and shipped to Europe, would be most sure of a market. So that the settlement at the south end of Manhattan Island, which soon came to be called New Amsterdam, was first known as a shipping place in the fur trade.

Beaver skins were brought in by the Indians and continued to be the staple of export trade in the colony for years; yet the business was paltry in comparison with modern trade figures. Restrictions were placed upon trade by rules which the Dutch West India Company made for the purpose of securing a monopoly of the trade of its province, but at the best it was not possible to send many furs to the Netherlands, in the earlier days, for the ships available for the trade were scarce and infrequent, and few were of greater capacity than one hundred tons burden.

Supplies, except those procured from the Indians, came chiefly from Holland, although several privateers were in commission and occasionally brought in prizes of captured Spanish vessels. In 1643 a privateer owned in New Amsterdam brought in two Spanish prizes laden with tobacco, sugar and ebony.

The trade with the Indians was largely barter. Certain cloths, hatchets, knives and other articles of cutlery and hardware, as well as many trinkets, were readily accepted by the Indians. For use as money only wampum (white and black) was current until, during the administration of Pieter Stuyvesant as director-general, that governor made beaver skins current at eight florins ($3.20), by an ordinance in 1657. Wampum still continued current, although from time to time ordinances had to be made, and proclamations issued by the governor, regulating the use of wampum, which on account of its increasing quantity, several of the merchants hesitated to receive. Even after the English occupation of the colony, wampum was legalized by act of the Assembly, November 7, 1692, which was followed by a proclamation of the governor, which fixed a table of exchanges, making six white wampums equal to three black wampums, three black wampums equal to one stiver, and twenty stivers equal to "one guilder or six-pence, current money of this province." Payments under ten shillings could be made in loose wampum, without any restriction, according to these tables of value, while sums of money amounting to more than £5, if paid in wampum, were not legal tender unless the

wampum was strung upon a thread, with a paper attached certifying the value of the wampum so strung. Between ten shillings and £5, loose wampum could be used, wrapped in paper packages containing not more than ten guilders or five shillings worth of wampum, in each paper, the value indorsed on the package and signed by the person paying. Even as late as October, 1671, an act of Assembly speaks of eight stivers in wampum as equal to two silver twopences, and four stivers as equal to one silver penny.

The persistence of wampum as currency was due to the fact that the Indians would not accept coin, and beaver remained an important article of commerce, which could only be procured from the Indians by the use of wampum as currency, or by merchandise as barter. It was also a great convenience to the settlers, clumsy as it was, for there was practically no money in the country in the earlier days, and at no time before the Revolution was there an adequate supply of coin for the purposes of commerce. So besides wampum, beaver skins were current at fixed prices, and the first order mentioning the currency of the province after the English occupancy was given by Governor Richard Nicolls, in February, 1665, which said: "The Payments for goods imported shall be paid as formerly in Bever Pay at 8 guilders or 13sh. 4d. a Bever." After being the principal currency of the country for approximately a century, wampum and beaver were finally deposed from their monetary elevation and various coins came into general use.

With the merchants coin was always acceptable. The absence of a settled currency, or an established coinage, was a great disadvantage, and while the supply was scant, it represented practically all nations of the world. One of the popular coins was the "Joachimsthaler," a coin issued by the Counts of Schlick, at the village of Joachimsthal in Bohemia, under authority of the emperor, Charles V, these coins being noted for their constancy as to weight and fineness, being of 451 grains, troy weight, and called by the Dutch "daalder," from whence came the English word "dollar," used for the same coin. These coins became very popular in all countries because their uniformity of weight and quality kept their value steady, and Charles V, who was also king of Spain, caused coins to be struck in the mint at Seville, containing four hundred grains of fine silver, to be the equivalent of eight Spanish reals. These coins, first known as "Seville pieces of eight," soon also came to be known, because of the design of two columns or "Pillars of Hercules," as "pillar dollars," and later, more commonly, as "milled pieces," or "Spanish milled dollars." The two pillars and a scroll forming the letter "s" upon these coins, were the origin of the "$," which became the commercial sign for the piece of eight, and afterward for the United States dollar. The Spanish milled dollar was the most widely circulated coin of the later Seventeenth and Eighteenth Centuries. It was current all over South and Central America,

CUSTOM HOUSE

Cass Gilbert, Architect

the islands of the Spanish Main, the colonies of North America, and the Orient, and so large was the coinage that few dates of the Spanish silver pieces are to this day rare enough to make them command a premium with the coin collectors.

After the Netherlands threw off the Spanish yoke there was coined in Holland a dollar of less value, which, from the device upon it, became known as the "lion dollar." A larger coin, a crown, issued by the Dutch province of Guelderland for trade in the East, bore a poorly executed copy of the same device, so crude that many mistook the lion for a dog, and it became popularly known as a "dog dollar." It weighed 462 grains. Other coins came into the colony, including Peruvian and Mexican dollars, all kinds of European coins, and, after the English capture, the English pounds, shillings and pence became standard. Dutch traders in the city and province kept their accounts in guilders, but when they supplied the government with goods they usually expressed the values in pounds.

When pirates began to make New York their home port, and especially during the term of Governor Fletcher, there was a large addition to the currency in the shape of Arabian gold. With the great diversity of coins was a disparity of valuation in the several colonies; and Governor Cornbury, in writing to the home authorities in England, complained that the piece of eight, weighing seventeen pennyweights, went for six shillings sixpence in New York and for seven shillings sixpence at Philadelphia, "so that no heavy money is to be found here."

The coinage of money was regarded by England and all other nations as a sovereign prerogative, and the right of setting and ascertaining the rates of foreign coins in the royal provinces in America was claimed by Parliament, which, in 1704, passed an act providing that in those provinces, after January 1, 1705, no "Seville, pillar or Mexican" dollar should pass over six shillings, current money, and that Peru pieces, dollars or other foreign silver coins, of whatever weight or alloy should be regulated according to weight and fineness in proportion to the rate fixed for the Seville pieces. This regulation proved disastrous to the trade of New York, for Pennsylvania, which was a proprietary colony, still valued the milled dollar at seven shillings sixpence and lighter money in proportion, so that New York was soon drained of its coins. Lord Cornbury and the Council being petitioned by the merchants, and finding their representations true, suspended the operation of the act and trade revived, but another thing which greatly hindered exchanges was the custom, very prevalent in the neighboring colonies, of clipping and filing foreign coins.

The Assembly tried to remedy matters by passing an act, October 8, 1708, fixing the value of pillar or Mexican dollars, not clipped or defaced, at

eight shillings, Spanish reals at ninepence each, double reals at eighteen pence and half reals at fourpence-half-penny; all defaced coins of these mintages at eight shillings an ounce; Peru whole and half pieces of eight at six shillings eightpence per ounce and lion dollars, not defaced, at five shillings sixpence. This act, which required the royal assent to be valid, was vetoed, and the Lords of Trade, under an act of the British Parliament, issued a proclamation that the ounce troy should not pass for more than six shillings and tenpence farthing. The disputes continued, but violations of the restrictions were very common. The matters were finally adjusted by a decision of the New York Court of Chancery, which referred the matter to Cadwallader Colden as master, and adopted a report submitted by him December 11, 1724, fixing the rates of the foreign coins current in New York at six shillings for Seville, pillar and Mexican dollars, and other coins at proportionate rates.

The Spanish real, valued at fourpence-half-penny English, was for a long time the smallest coin current. Governor Hunter called attention to the need of copper coins in 1715. In 1722, William Wood, of Wolverhampton, England, having by bribery of the Duchess of Kendal, one of the mistresses of George I, secured a royal license to do so, began the coinage

THE METROPOLITAN BUILDING

of tokens of a composition he had invented, of which twenty ounces avoirdupois were to contain one pennyweight troy of virgin silver, fifteen ounces avoirdupois of fine brass and the remainder "linck" (spelter). He made half-pence, pence and twopences of this composition, for Ireland, but such disturbance was created there that the privilege for Ireland was recalled in 1725. Wood continued, however, to make for America his "Rosa Americana" pennies, half-pence and farthings of the same composition until 1733, when he quit coining them because there was no demand for them. They were well made, but the quality of the metal was so base that they met with little favor, and Wood was accused of "having the conscience to make thirteen shillings out of a pound of brass."

Merchants imported regular copper coins from England, which passed current at twice their English value, a half-penny passing for a penny, and as this made the importation profitable, the copper half-pence became very plentiful. In 1838 the Assembly passed a law to prevent the further importation of copper money, which made it a felony to bring into the colony more than ten shillings at a time. This law did not prevent importation, for the copper coins continued to increase in number until, in 1754, the merchants agreed not to receive or pass copper half-pence at any other rate than fourteen to the shilling. A mob assembled in protest against this action and a riot seemed imminent, but prompt action of the authorities prevented disorder.

Numerous private tokens were current from time to time, including, as one of the first, a coin with an eagle on one side and on the other the words "New Yorke in America," said to have been struck in Holland about 1705, in lead, brass and tin. Copper tokens made in New Jersey were in use at various times, many pieces which were made of baser metal to imitate British half-pence, and other worthless tokens, made to imitate the New Jersey coppers.

Bills of credit issued by the Province of New York, for various purposes, entered into the currency during the administration of Governor Cornbury and later governors, but there were many counterfeits, until after the conviction and execution of Owen Sullivan for the offense in 1754. In 1771 the colony issued forty-four thousand bills, in denominations from ten shillings to ten pounds, printed by Hugh Gaine, which was the last colonial issue. The signers of this issue were Theophylact Bache, Samuel Verplanck, Henry Holland and Walter Franklin. Although these bills contained the legend, "'Tis death to counterfeit," many counterfeits did, in fact, appear. During the Revolutionary War and afterward issues of New York State bills were made in 1776, 1781 and 1786.

During the Revolution, New York City was for the greater part under English occupancy, and therefore had little to do with the Continental "shinplaster" currency, which collapsed entirely.

After the treaty of peace with England there were numerous copper tokens issued by private parties, some of them very well executed, which passed current until such time as the national mint should be in operation.

There was an issue of corporation notes, dated December 26, 1814, to supply the need for small change, in denominations of one, four, six, nine and twelve and one-half cents.

"Hard-times tokens," which passed as cents, were issued in several varieties in 1835, and war tokens of several hundred styles, appearing in the first years of the Civil War, also passed as cents to a considerable extent.

Though the money of New Netherland and New York was, as we have seen, an uncertain and fluctuating quantity, and an awkward medium of exchange, there was always an active trade going on except so far as the interference of the home authorities (Dutch and English) interposed restrictions. Even these did not always restrain, as we have seen in the accounts of piracy and illicit trade under Fletcher and the other predecessors of the Earl of Bellomont, and even his vigorous efforts to prevent these practices did not entirely end them.

Statistics of trade under the Dutch occupation are meager. It was stated that during the administration of Wouter van Twiller the exports to the Netherlands reached 134,953 florins ($53,981), representing the value of 14,891 beavers and 1413 otters. There was from the first an inhibition of foreign trade for the merchants of New Amsterdam, but there was much smuggling, and the Chamber of Accounts reported to the West India Company a net loss to its revenues of five hundred and fifty thousand guilders.

In 1651 a discrimination of sixteen per cent. duty was ordered on all importations from English-American colonies into New Amsterdam, while exports from thence to those colonies were free of duty.

Flour was the first manufactured product of importance in the city. There was a town windmill in what is now Battery Park in Stuyvesant's time, and in 1678 Andros reported that about sixty thousand bushels of wheat were yearly exported. He also said that the English Acts of Trade and Navigation were not very well observed in the colonies for lack of means of enforcement.

There had been a considerable growth in trade in 1686, when Governor Dongan reported to the home government that New York and Albany lived wholly upon the trade with the Indians, England and the West Indies. The Indian trade, which had been at a low ebb when Andros reported, the French having secured its diversion to Canada, had revived under the arrangements which Dongan had wisely made with the Indians, which had induced them to bring their commodities to Albany. The Seneca Indians had brought ten thousand beaver skins there in 1685. There was a consid-

HILLIARD BUILDING

erable export of "flour, bread, pease, pork and sometimes horses," to the West Indies, the returns from there being chiefly rum and molasses. To England the shipments were chiefly beaver and other skins, whale oil and some tobacco. On all products from Europe or the West Indies (except such part of the latter where the commodity was produced) which did not come direct from England, a customs duty of ten per cent. was collected.

Besides regular trade, privateering added to the gains of New York merchants, nearly all of whom were interested in one or more privateer ventures. During King William's War many of the old privateers had become pirates and buccaneers. They not only frequented New York and disposed of their booty here, but, being liberal spenders and givers, they met with every encouragement, including, in some cases, the personal friendship of Governor Fletcher. Bellomont, his successor, did much to do away with this scandal, greatly to the disgust of the merchants whose gains were reduced.

Among the instructions to Bellomont was one not to permit the other colonies to obstruct the trade of New York and Albany, or any innovations within the "river of New York," nor any goods to pass up that river without having paid duties at New York. He was also instructed to give due encouragement to the Royal African Company of England, which was a slave-trading company.

A monopoly of the bolting of flour and the baking of bread for export was given to a few leading merchants of New York, and retained by them over the strenuous objections of other towns in the province until the Assembly passed an act destroying the monopoly in 1694.

The trade of New York was further decreased after the beginning of Queen Anne's War with France and Spain, which lasted from 1702 to 1713, as it not only cut off the trade with France, Spain and Flanders, but also with the Spanish West Indies, which had been a large consumer of flour made in New York. Vessels bound from this port were in some cases seized by French privateers when scarcely out of sight of Sandy Hook, and the entire period of the war was one of reduced trade. The one branch of business which improved during that period was that in slaves, a slave market having been opened at the foot of Wall Street in 1710.

Successive governors had tried to impress upon the Lords of Trade the fact that, if encouraged, the Province of New York could supply the mother country with all kinds of naval stores, such as pitch, tar, resin, turpentine, flax and hemp, as well as with masts and timbers of all sizes, of excellent quality, but could get no encouragement until after the Peace of Utrecht, in March, 1713. Queen Anne died the following year and General Robert Hunter, then governor, again raised the question about naval stores, which resulted, not long after, in a considerable trade in those commodities, following

the immigration of the Palatines, who engaged in that industry as related in a previous chapter.

Massachusetts had far outstripped New York in population, and the trade of Boston was very much larger than that of the City of New York, but during Hunter's time there was a considerable increase of industry and trade, especially in shipbuilding, as it was during this period that William Walton established his large shipyards, which were located on the East River, above what is now the foot of Catharine Street. A report made by Governor Hunter, in 1720, speaks of a large trade in cargoes to England of tar, whale oil, and whalebone, as well as many other commodities, while flour, pork and other provisions were shipped to the West Indies, and horses to Surinam, Curaçoa and St. Thomas; but in spite of these new departments of trade the average of export to Great Britain for three years had amounted to only about £50,000 a year, while the imports from there were £16,000, the balance of trade being £34,000 in favor of New York. The vessels belonging in New York were small, and were mostly engaged in coasting and West Indian trade, and the shipping interest of New York, at that time, was less than that of any other of the colonies except Pennsylvania.

The commerce improved after that, both in the quantity of commodities sold and the places included in the trade of the city. A report of trade made by Governor Clarke showed, in addition to the usual imports and exports, a trade to Ireland in flaxseed and staves, and imports from there of linen canvas, while from the British colonies and West Indies were received rum, wine, lime, snuff, sulphur, straw plait, hides, deerskins, cochineal, negroes, mahogany and ebony. Exports to Continental Europe included grain, hides, elk and deerskins, ox-hams, Spanish snuff, logwood, indigo, cocoanut, foreign produce and lumber. From Europe and the English foreign settlements in America they received salt; from Africa, negroes (though less than formerly), and from Canary Islands and Madeira, wines. New York received from the north and south parts of the American continent cider, oil, blubber, hops, flaxseed, flax, bricks, sealskins, wrought tin, and brasiery. Governor Clarke reported a falling off of imports from foreign plantations of molasses, rum and sugar, because of the duties laid on those commodities by the British sugar acts of 1733, amounting to four shillings per hundred weight on sugar, sixpence per gallon on molasses and syrups, and ninepence per gallon on rum. There were, however, imports from the foreign plantations of snuff, Spanish tobacco, indigo, logwood and other dye stuffs, cocoanuts, cotton and wool. There were exports of grain, beeswax and staves to Madeira and the Azores; to the English districts north and south of the Province of New York and the West Indies, provisions, chocolate, lumber and European goods; and to the neutral ports, St. Thomas, Curaçoa and Surinam, provisions, lumber and

horses with provender. This was a longer list of commercial exchanges than in any previous report. The same report said that the country people made their own homespun of wool and flax, and that there were manufactures of linseed oil, hats made of beaver fur, lampblack, and also reported establishments engaged in the industries of sugar-baking and refining, and two rum distilleries. These later institutions had increased to three in 1746, and to six in 1749, in which year there is also a report of the shipping registered in New York as 157 vessels, aggregating 6406 tons, navigated by 1228 seamen. There was a steady, though not very rapid, increase of trade for several years, until the passage of the Stamp Act, causing the nonimportation agreements of 1765, the effects of which, commercially and politically, have been fully set forth in a previous chapter.

During the Revolutionary period, as New York was for nearly the whole time in the hands of the British, the trade of the city was chiefly in the importing and selling of supplies for the use of its inhabitants and of the British Army, which had headquarters here; but there was very little traffic with up-river points, which were held nearly the whole time by the Patriot Army.

After the treaty of peace with England, New York began to develop its trade relations upon broader lines, freed from hampering restrictions, royal decrees, and navigation acts. There was a period during the war between England and France when the English Orders in Council, and the decrees of Napoleon, laid restrictions upon American trade with those countries; and the embargoes laid by Madison and Jefferson upon commerce also affected the trade in New York very seriously, as also did the acts of Great Britain in connection with the impressment of American seamen. But after the War of 1812 there was a rapid revival in the commerce of New York, to which the introduction of steam navigation, coastwise and oceanward, greatly contributed. The completion of the Erie Canal added enormously to the importance of New York as a commercial centre, and by the third decade of the Nineteenth Century, New York had passed Philadelphia and Boston and taken first place as a centre of commerce and navigation in the United States. In the fourth and fifth decades of the century came the development of the clipper ship, in which America outstripped the world, and extended the commerce of New York into all seas.

In another place in this volume the effect of the Civil War upon the maritime commerce of New York has been mentioned, and after the war New York never regained the place it had held as the registry port of ships engaged in foreign trade. But its commerce has steadily increased, although that with foreign countries is almost entirely carried on in foreign bottoms. The coastwise trade, however, which by law is restricted to vessels flying the American flag, has increased steadily.

The total merchandise imports of the United States for 1909, free and dutiable, aggregated a value of $1,311,920,224, and of exports $1,638,355,593. Of this total, $779,308,944 imports were received at, and $607,239,481 exports were shipped from the port of New York.

With the commercial supremacy of the city came also financial leadership, in which the precedence in New York on the American continent has long been indisputable, and its place in the financial world is second only to that of London. It would be impossible, within the scope of this history, to go with any pretense at detail into the facts connected with the development of New York's financial superiority. The metropolitan character of the city is in no direction more definitely fixed than in its preëminent rank as a financial and banking centre.

This might be illustrated in many ways, but perhaps in nothing more strongly than by a statement of comparative exchanges of the clearing houses of United States cities, the total clearings of all the clearing house cities in the country for the year 1909 having been $158,559,487,500, while those for New York alone aggregated $99,257,662,400, or about two-thirds of the whole. Compared with the three next largest clearing house returns, the amount for Chicago, which stood second, was $13,413,973,100; Boston, $8,232,992,100; and Philadelphia, $6,615,109,300.

The New York Stock Exchange bears a relation of superiority in volume of business to the exchanges of other cities in America comparable to that shown in clearing house returns. There was established in 1792 a loose organization of twenty-four brokers of New York, who met under a cottonwood tree opposite 60 Wall Street and signed an agreement, the original of which is still extant, regulating rates of commission. The brokers thus organized held meetings irregularly at the Tontine Coffee House, at Wall and Water Streets, and it was not until 1817 that a more formal organization, as the New York Stock Exchange, was made. The first meeting place of the board was in the Merchants' Exchange, occupying a site which afterward became that of the New York Custom House, and is now covered by the building of the City National Bank of New York. It moved to Beaver and Wall Streets in 1853, and about 1865 to a building which occupied the site now covered by the handsome marble structure which is now its home. It is a voluntary association and is not even incorporated. The number of members is about eleven hundred, and the memberships, technically designated "seats," pass by sale and transfer from a member or his legal representative in case of decease. The seats in the exchange have sold as high as $95,000. Its transactions are of enormous volume, covering all principal stocks and securities. For the year 1909 the amount of stocks handled on the exchange was 216,287,906 shares, and of bonds $1,309,429,000.

NEW YORK STOCK EXCHANGE

Among the many influences which were potent in fixing the commercial destiny of New York the improvement of internal communication was a very important one, though outside of the river traffic to Albany there was not, except the close neighboring settlements in New Jersey and Long Island, any regular communication other than a horseback express to Boston, and the stage line to Philadelphia, until Clinton's wise policy created the Erie Canal, and with it communication by water with Buffalo and the Great Lakes.

The greatest impetus to trade after that came with the railroads, first with those of local importance reaching up into Westchester and other neighboring counties, and afterwards with the great trunk lines, of which the first to enter the city was the Erie Railroad, which was completed to Dunkirk on Lake Erie in 1851. It was chartered with the idea of being to the southern tier of counties what the Erie Canal had been to the northern counties. The road had been built under very great disadvantages, and its construction had been halted by financial troubles and a receivership, but, after its completion in 1851, it added very greatly to the trade of New York. This was the only one of the great trunk lines that was originally chartered as such, the other through systems each having been the result of consolidation of various local roads.

The second trunk line to be completed into the city was the New York Central and Hudson River Railroad, which was a consolidation of ten or more railroads, each locally organized between Buffalo and New York, and united into one system, November 1, 1869, by the consolidation of the New York Central Railroad and the Hudson River Railroad. It now comprises lines in New York, New Jersey, Pennsylvania and Massachusetts (including the West Shore Railroad), aggregating 3882.28 miles operated. What is known as the New York Central System extends beyond these lines to the West, including the Lake Shore and Michigan Southern System, the "Big Four" System, Michigan Central System, "Nickel Plate" Road, and many others, giving the New York Central connections, under the same general management, with Cleveland, Chicago, Detroit, Cincinnati, Indianapolis, St. Louis, and all the most important points of the Central West. The Grand Central Station, begun in 1869 and completed in 1871, was long the finest in the city; was remodeled in 1899, and taken down in 1910 to make room for the much larger structure planned to take its place, annexes to which, fronting on Lexington Avenue, had already been built for the accommodation of the general offices of the company. The electrification of the company's lines within a radius of twenty-five to thirty miles of the city is one of the most notable engineering works of modern times.

The Pennsylvania Railroad Company, the third trunk line to reach the city, was organized in its present form by the consolidation of the original

Pennsylvania Railroad, first opened from Philadelphia to Pittsburgh, February 15, 1854, with the United Railroads of New Jersey, which was a combination of five independent railroads in New Jersey, and became a part of the Pennsylvania Railroad in June, 1871, giving to that road a direct through line from Philadelphia to Jersey City, connected by ferries with the stations of the Pennsylvania Railroad in New York City. The great Pennsylvania System, which now extends to all the great centres of population and commerce in the middle States in the Mississippi Valley, has greatly increased its connection with the trade of New York by its wonderful enterprise in the building of its great tunnels under the Hudson and the East Rivers and under the City of New York, and the building of its magnificent terminal station at Seventh Avenue and Thirty-second Street in New York City. By its acquirement of the Long Island Railroad as part of the system this railroad company has given to Brooklyn and Queens Boroughs, as well as Manhattan, direct communication with all parts of the continent, and has secured control of the most complete terminal, yard and shipping facilities of any railroad entering the metropolis.

The Long Island Railroad Company was chartered in 1834, and was first built from Jamaica to Hicksville, but in 1844 had reached Greenport, which is at present the eastern terminus of its main line. It acquired much importance in that early day, because it formed the first railway mail route between New York and Boston, the mails then being transferred by steamboats from Greenport to the Connecticut shore. The company afterward acquired other lines on Long Island by purchase and lease, the system now comprising the Main Line from Long Island City to Greenport, 94.74 miles; Long Island City to Montauk, 115.13 miles; owned branches amounting to 106.48 miles; leased branches 63.75 miles; and the New York and Rockaway Beach Railway 11.74 miles, reaching all important points in Long Island, and possessing great value to New York, as the means of bringing to the metropolis the extensive farm products of the island, besides operating a valuable suburban service from New York to the numerous villages and seaside resorts on the island. This important system has become a part of the Pennsylvania Railroad with which it now has direct connection by way of the newly constructed tunnels under East River into the Pennsylvania Station at Seventh Avenue and Thirty-second Street, greatly increasing its usefulness and value.

The Philadelphia and Reading Railway and the Central Railroad of New Jersey, which is owned by the Philadelphia and Reading, together constitute another of the important railroad systems reaching New York, with tracks extending from Jersey City to many points in New Jersey and Pennsylvania, and is one of the favorite lines of travel between New York and Philadelphia, with hourly trains.

Through a traffic arrangement with the Philadelphia and Reading, the Baltimore and Ohio Railroad Company has an entrance into New York, having its own terminals at the northern end of Staten Island, and forming one of the most important commercial links between New York and the South.

The Delaware, Lackawanna and Western Railroad, which was organized first in 1853, gained an entrance to Jersey City and New York in 1868, by its lease of the Morrison and Essex Railroad, and by extending its lines to Buffalo and Oswego on Lake Ontario, it became not only a great coal road reaching the anthracite fields of Pennsylvania, but also a competitor of the Erie and other lines from points on the Northern Lakes for passenger as well as for freight traffic.

The West Shore Railroad and the New York, Chicago and St. Louis ("Nickel Plate") Railroad were both originally built as competing through lines to the West, but were afterward absorbed by the New York Central System.

In the early days of the city when all the people in New York lived in walking distance of the City Hall on Wall Street, the transportation problem was of no public importance, although the "people of quality" kept their private carriages. As the city grew, however, the question of means of conveyance between home and business assumed greater importance and led, in 1830, to the establishing of a line of stages, the first of which ran from Bowling Green to Bleecker Street. Rival lines were soon established and the stages became very numerous, each claiming to have the most elegant vehicles, which were given attractive names, such as George Washington, Lady Washington, DeWitt Clinton, Lady Clinton, and the like. The villages of Greenwich and Yorkville were the northern termini of some of these lines, and larger vehicles were soon demanded, to meet which demand omnibus lines were established.

The New York and Harlem Horse Railroad, the first of its kind in the world, was organized in 1831, and made its first trip from Prince to Fourteenth Streets on November 26, 1832, the line soon afterward being extended to Harlem Bridge. John Stevenson, who built the first tram car run on that road, established, in 1836, a large car manufactory in Harlem.

As the city grew the horse-car lines were extended in every direction, and although horse cars have been discarded in nearly every other important city in the world, a few still remain in New York, though whether they are retained as historical mementos or for some other reason does not seem to be very clear. By far the larger number, however, and all the principal lines, are now operated by electric traction, the wires of the systems being laid underground in Manhattan, while in the other boroughs the trolley system is in use. On several of the lines the cable system was used for several years,

but those roads were later electrified. There have been many changes in ownership of the lines in Manhattan, and at one time they were all combined under one management, giving the patrons the advantage of transfers between all the lines, but legal complications destroyed the combination and the lines reverted back to the old companies, so that many trips which could formerly be made with one fare now require two or more. Various improvements in service and convenience have been introduced during recent years, however, one of the most important being the pay-as-you-enter style of cars.

From the primitive conditions of the early horse-car days of Manhattan Island to the apparently insatiable demands for urban and interurban rapid transit of the present, marks a rapid and transforming change.

Given a water-bound city shaped like a flattened cone, with millions of people crowding the entire surface, the larger part of whom have to be carried daily by land to and from a very small area in its narrowest end; add to this other millions from outside the city who are being daily brought in various ways across the water to the same congested area, and there are presented transportation problems of the most difficult kind.

After the horse railroad made its initial success the lines multiplied and the roads became numerous. Many thought the business would be overdone, but when people found there was some way other than walking they began to spread out along these lines of transportation. The metropolitan growth was such that the transportation system never caught up with the constant demand for more. The wide end of the flattened cone—Manhattan Island—filled with people who loaded down the surface cars and found them all too slow, while beyond the Harlem lay a larger and wider territory waiting for means of transit to the growing activities of the lower end of the island.

The demand for rapid transit became loud and insistent. The surface being preëmpted, the solution seemed to be in elevated roads, for which the outcry began a year or so after the Civil War. Over forty plans were submitted to the New York Legislature in 1867. The system proposed by Charles C. Harvey was that which met the widest approval, and that inventor was granted permission to build an experimental track from Cortlandt Street, through Greenwich Street and Ninth Avenue to Thirtieth Street. The construction of this road was begun in 1867, and it was opened for operation in 1870, the cars being operated by an endless chain driven by stationary engines located at four different points along the line.

Operation by endless chain proved a failure, and the motive power was therefore changed, in 1871, to a dummy engine, the equipment in that year consisting of one dummy engine and three passenger cars. The road in that year passed into the hands of a new corporation, known as the New York Elevated Railroad Company.

In the session of 1871-1872 a charter was granted by the Legislature of New York for another elevated road, known, from its projector, Dr. Rufus H. Gilbert, as the "Gilbert" road, which was to be a pneumatic tube, suspended from lofty arches, the trains of which would be out of sight and practically noiseless. The pneumatic idea proving impracticable, the company planned to make the proposed tube without a top and construct a steam road through it, in which the train would still be out of sight of residents and those in the streets. Further thought seeming to make the trough seem of little value, it was decided to change the plan to that of a simple elevated steam railroad similar to that already in operation on Greenwich Street. Much public opposition and a very large amount of litigation followed the announcement of this change of plan.

The rapid transit problem was taken up by the Legislature in 1875, and the Husted Act was passed, providing for the appointment of a commission to decide if a system of rapid transit for New York was needed, and, if so, to establish the proper routes, such commission to be appointed by the mayor of New York. Mayor Wickham appointed to that commission Joseph Seligman, Lewis B. Brown, Cornelius H. Delamater, Jordan L. Mott and Charles J. Canda, who, meeting first on July 13, 1875, and continuing their work through the summer, reported in favor of steam railways upon Ninth, Sixth, Third and Second Avenues, assigning them to the Gilbert road and to the New York Elevated Railroad Company, which was then operating the little road on Greenwich Street.

Following the award of the commission the work of construction was renewed, although litigation and injunctions hampered progress, but the New York Elevated had, by 1876, so extended its road that it advertised that it was running "forty through trains per day" between the Battery and Fifty-ninth Street. Cyrus W. Field secured a controlling interest in that company in 1877, and under his executive initiative the road was rapidly pushed toward completion, especially after a decision of the Court of Appeals which declared constitutional the charters of that road and of the Metropolitan Elevated Railroad Company, and dissolved all the injunctions which had been issued against the two corporations.

The Metropolitan Elevated Road was the name chosen for the Sixth Avenue road, after it had passed from the control of Dr. Gilbert. It was opened from Rector Street to the end of Sixth Avenue, at Central Park, on June 5, 1878. The Third Avenue road was completed to Forty-second Street and opened on August 26, 1878. The two companies were consolidated in 1879 under the title of the Manhattan Railway Company. In 1880 the Second Avenue line was completed and opened to Sixty-seventh Street, and soon thereafter the four lines had reached Harlem.

The Suburban Rapid Transit Railroad Company built a road from One Hundred and Twenty-ninth Street, in Harlem, crossing a bridge and running through the villages of Mott Haven and Melrose to Central Morrisania, at One Hundred and Seventy-first Street and Third Avenue. This was acquired by the Manhattan Company in 1891 and extended to West Farms and Bronx Park, and now forms the elevated railway system of the populous and rapidly growing borough of the Bronx.

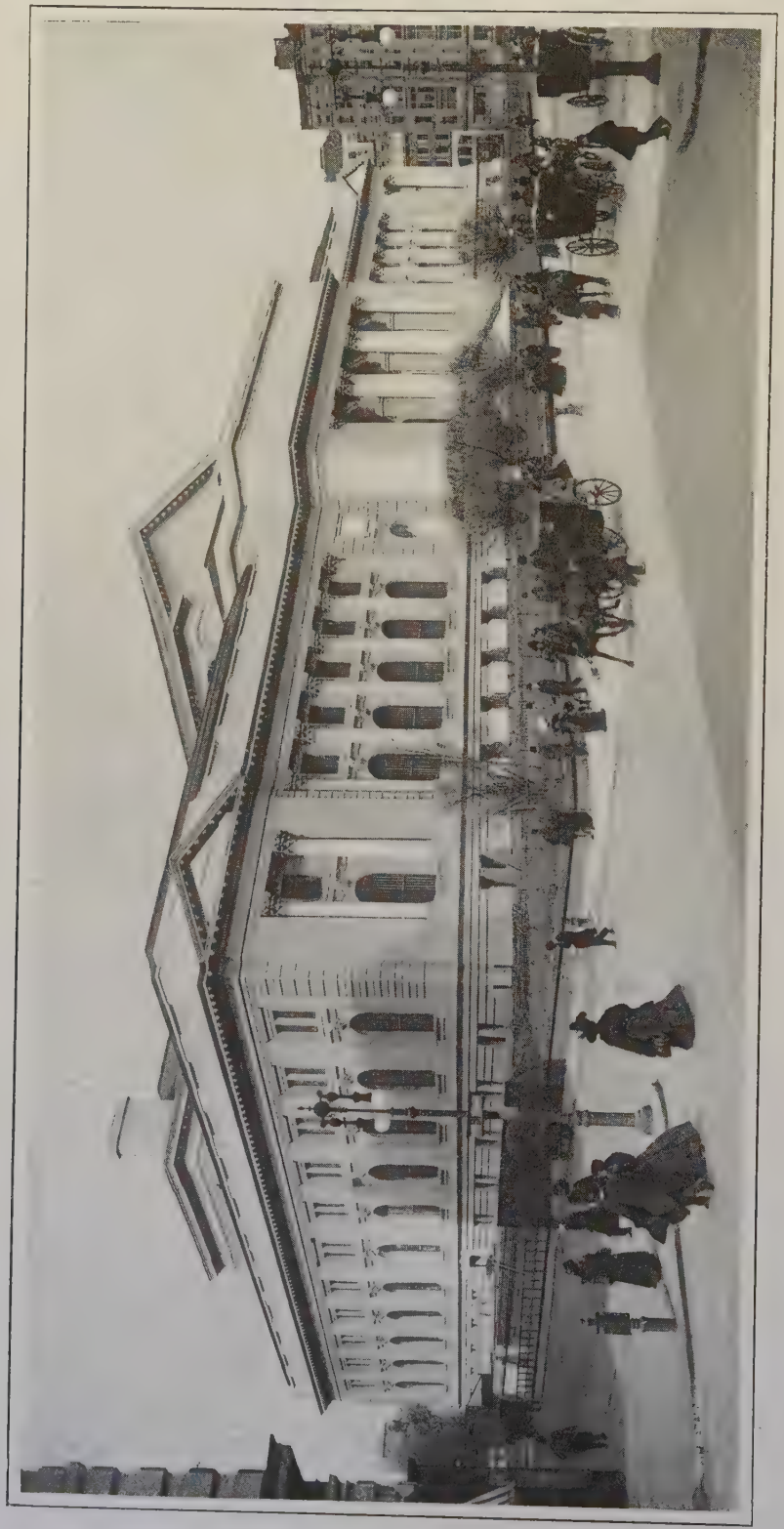
For the nine months ended September 30, 1872, during which period three and one-half miles of elevated railway line were operated, the total number of passengers carried was 137,446. The number became more than proportionately larger as the mileage of the line increased, even while steam continued to be used as the motive power. The elevated lines changed to electricity in the years 1902 and 1903, and since then the growth of the passenger traffic from year to year has been very great.

During the fiscal year ended June 30, 1909, the Interborough Rapid Transit Company operated thirty-seven and sixty-eight hundredths miles of elevated railway, with an equipment consisting of 916 motor cars, 675 trailer cars, and fifty-two service cars, a total of 1643 cars, with one main power station and seven substations necessary for the operation of the road by electricity, and carried 276,250,196 passengers. The number of employees in the service was 5634; the total amount paid in wages, $4,121,896. The thirty-seven and sixty-eight hundredths miles of elevated railway line represent an investment of approximately $96,000,000. The number of passengers carried by the elevated railroads for the fiscal year ended June 30, 1910, was 293,826,280.

The greatest move in the direction of rapid transit for New York was made by the creation of the subway system. Mention has been made in a previous chapter of the building of the first subway, and the completion of the railroad from City Hall to One Hundred and Forty-seventh Street, October 27, 1904.

The Interborough Rapid Transit Company, which has occupied and operated the subway from its inception, and which also acquired from the Manhattan Elevated Railway Company the elevated railroads, has thus controlled the entire rapid transit system of Manhattan and the Bronx since the autumn of 1904. From the opening of the subway for operation, October 27, 1904, to the close of the fiscal year, June 30, 1905, a period of about eight months, the number of passengers carried was 72,722,890, and the mileage operated was sixteen and ninety-six hundredths miles.

Since then a continuous policy of extension has been carried out. To the north the Broadway extension has been carried to the Yonkers line, and the line on Lenox Avenue branches off beyond One Hundred and



NEW YORK PUBLIC LIBRARY

Thirty-fifth Street, through a tunnel under the Harlem River, to West Farms and Bronx Park; while south from the Brooklyn Bridge station the line has been extended to South Ferry, between which station and Bowling Green a line branches off to the entrance of the East River tunnel, through which are run through trains to Brooklyn, at Atlantic Avenue, from which point extensions are planned.

For the fiscal year ended June 30, 1909, the total number of passengers carried in the subway was 238,430,146, and the mileage operated was twenty-five and sixty-three hundredths miles. The equipment, June 30, 1909, consisted of 514 motor cars, 309 trailer cars and thirty service cars, a total of 853 cars. The cost of the road and equipment was $91,531,333. The number of employees was 3642, and the total amount paid in wages was $2,735,790.

The subway was originally planned to carry four hundred thousand passengers per day, but during the fiscal year ending June 30, 1910, the average number of passengers carried daily was over seven hundred thousand per day, the total number of passengers for the year being 268,962,115. To accommodate increased travel there was inaugurated a systematic lengthening of station platforms along the entire system to admit of the use of longer trains, by which means an increased carrying capacity can be obtained.

The total number of passengers carried for the fiscal year ended June 30, 1909, by the Interborough System (elevated roads and subways) was 514,680,342; and for the fiscal year ended June 30, 1910, was 562,788,395.

The extension of the rapid transit systems of the city was, in the fall of 1910, engaging the attention of the city authorities, the Public Service Commission and the several companies identified with the problem of extending the transit facilities to the districts most needing them in the various boroughs.

Even more important than rapid transit to the Greater City is a sufficient supply of pure water. Reference has been made in a former chapter to the earlier service in this direction, and to the joyous celebration of the citizens of New York when the water supply from the Croton watershed was turned on. That system has since been frequently extended, but the most important of all of the arrangements made for securing a better and more adequate water supply for New York is involved in the new Catskill water supply project, which proposes to bring into this city a very large additional supply of pure mountain water from four distinct watersheds in the Catskill Mountains, to be developed in the following order: 1, the Esopus; 2, Rondout; 3, Schoharie; 4, Catskill Creek; with a total

estimated yield of about seven hundred million gallons daily. The cost of the project, including filtration plant and main delivery aqueduct to the five boroughs, is estimated at $161,857,000. The water from the Esopus watershed, which has an area of 255 square miles, will be stored in the Ashokan reservoir, thirteen and one-half miles west of Kinston, which will be the main impounding reservoir, about twelve miles in length, with an average width of one mile, and a maximum depth of 190 feet, the reservoir water surface being 590 feet above the sea level, the submerged area covering twelve and eight-tenths miles and the capacity of the reservoir amounting to one hundred and thirty billion gallons.

The Rondout watershed, covering 176 square miles, will discharge its waters into the Lackawack reservoir, which will be connected by the Rondout aqueduct with the Catskill aqueduct eight and one-half miles below the Ashokan reservoir.

Schoharie watershed, with an area of 228 square miles, will store its waters in Prattsville reservoir, connected by a ten-mile tunnel, through the divide, with the Esopus Creek and the Ashokan reservoir.

The Catskill Creek watershed has an area of 163 square miles, and there will be several reservoirs along Catskill Creek, from the lowest of which an aqueduct will convey the water into the eastern extremity of Ashokan reservoir.

From the Ashokan reservoir the Catskill aqueduct, with a capacity of five hundred million gallons daily, extends ninety-two miles to an equalizing reservoir of nine hundred million gallons capacity at Hill View, in Yonkers, just across the New York City line, with a full water level of 295 feet above tide.

A filtration plant, sufficient to purify the entire Catskill Mountain supply, is to be constructed at Eastview, three miles east of Tarrytown. The plan, which has been under contemplation for many years, is now under construction and has been fully elaborated with means to extend the water system to all five of the boroughs.

The present water supply of Brooklyn is mostly procured from Long Island, west of Amityville, about one-fifth from the surface streams and the remainder from driven-well stations.

The lighting of a city, in our time, forms such a very important feature of its desirability for residence, that one of the present day can scarcely conceive what a town could have been like in the olden days, when candles and whale oil formed the only means of lighting, and yet we read, in regard to the celebrations of the Eighteenth Century, about "illumination" being part of the festivities of the people: when they lighted candles in their windows in honor of the King's Birthday.

TRINITY CHURCH FROM THE REAR

The introduction of gas in New York City, in 1823, marked a wonderful change, although at first it was very limited, as the lights were poor as compared to those of gas as it is now made and used with the improved styles of burners that are now available.

NEW YORK CHAMBER OF COMMERCE

The first capital employed in the production of gas in this city was by the stockholders of the New York Gas Light Company, and the price for five or six years was $10 per one thousand cubic feet. As late as 1860 the gas was sold at from $2.50 to $3.00 per one thousand cubic feet, and in that year the company supplied about thirteen thousand consumers and 3100 street lamps. Instead of selling by the thousand feet, the company charged so much per hundred feet. In 1847 the rate was seventy cents

per hundred feet, or only ten cents less than the rate now charged for one thousand cubic feet. In addition to that, there was the rent of the meters to be paid for, which averaged about sixteen cents per month, and, as the company owned the gas fixtures, various prices were charged for these, which frequently amounted to as much as the cost of the gas itself.

The New York Gas Light Company was originally situated at the corner of Centre and Hester Streets and at Canal and Hester Streets. In 1852 the company moved to its new works at Twenty-first Street and Avenue A, and in 1859 it had 496 cast-iron retorts under fire and had six holders of 1,500,000 cubic feet capacity. It is interesting to note that these six reservoirs, which in those days were considered extraordinarily large, did not have, combined, the capacity of the gigantic holder at Astoria. These holders were situated in Park, Roosevelt, Church and New Streets, but with the gradual demand for space for business purposes, they were removed to more remote localities. In the year previous to the beginning of the Civil War, the company had 120 miles of mains, and its business was confined to the territory south of Grand Street.

The Municipal Gas Company established a plant for the manufacture of water gas on West Forty-fourth Street, and after it had proved a success a number of modifications of it were promulgated. Up to about the year 1855, five candles to the cubic foot of gas burned per hour was regarded as a very good figure. To-day it is possible to get twenty-five candles when the gas is burned in a properly constructed mantle burner.

In 1859 and 1860 stove coal was worth about $5.00 per ton; and coke from the gas works was a popular fuel in their vicinity. Carts delivered it at $2.50 per chaldron. It was also sold by the bushel, but the consumers had to go to the gas works to get it. During the winter season the gas holders of the New York Gas Light Company were charged with coal tar in the cups, in order to prevent them from freezing, and it was not until 1865 that tar was displaced by the use of steam—a method that has been maintained from that day to this.

A very important forward stride was made by the discovery, in 1868, of the value of the by-products of coal tar and ammonia. The actual and practical making of water gas, although it had been pronounced to be successful years before, did not really begin until 1875, in the West Forty-fourth Street works, under the management of William H. Bradley, now the chief engineer of the Consolidated Gas Company of New York, who saw the possibility of the water-gas system as invented by M. Tessie du Motay; and while the inventor had at no time made a success of it, it began to flourish immediately after Mr. Bradley took hold of it, and applied his knowledge and experience to its manufacture.

New York was the third city of the Union to have a gas works, having been preceded by Baltimore and Boston. The franchise in this city was granted May 12, 1823, with the specification that the gas was to be of a quality, brilliancy or intensity equal to the gas in use for the public lamps in the city of London, England. These public lamps were furnished at a price equal to that charged for the sperm oil lamps which they superseded. The company operated south of Grand Street, and ten years after its formation, a franchise was granted to the Manhattan Gas Light Company, to operate north of Grand Street.

Under the original arrangement with the city, the provision which had previously applied to the sperm oil city lamps, that they should not be lit on the nights when the moon shone, also applied to gas lamps; but in 1853, the "moonlight schedule" was abolished and the hours of lighting increased from 2300 to 3833 per year, and in that year, for the first time, the gas lamps exceeded the oil lamps in number.

In 1855 a third franchise was granted to the Harlem Gas Light Company to operate north of Seventy-ninth Street. In that year the population of the old city of New York was 813,000. There were 13,443 street lamps and the annual cost of lighting them was $400,000. In 1858 the Metropolitan Gas Light Company received a franchise for the district between Thirty-fourth and Seventy-ninth Streets. They did not supply street lamps until 1864, at which time about three thousand lamps of the Manhattan Company were transferred to the Metropolitan Gas Light Company.

In 1863 the combined capitalization of the gas companies in New York City was $7,900,000. In the year 1870 the population had increased to 950,000, and another corporation, the New York Mutual Gas Light Company, was formed. After that the Knickerbocker Gas Light Company was organized, which supplied private consumers only. In 1899 the Consolidated Gas Company of New York acquired control of all the existing corporations, with the exception of two small companies, supplying outlying sections in the borough of the Bronx, and later the company also came into the control of the electric lighting companies.

At the present date (1910) about eighteen million cubic feet of gas are consumed each day. The stupendous total of eight hundred and ten thousand tons of coal and ninety thousand gallons of oil are required to furnish gas for one year to the consumers in the boroughs of Manhattan and the Bronx. This furnishes a gas of twenty-two candle power, of higher grade than is furnished in any other American city. It requires 20,750 cars to transfer the coal, each car carrying forty tons, which means a train 127 miles long. When this coal and oil is transformed

into gas, it is carried under the surface of the avenues and streets of the boroughs of Manhattan and the Bronx, through 1742 miles of mains, and nearly one thousand miles of service pipes. The mains have increased in size with the growth of the city, until now a part of the system includes a main sixty inches in diameter, the largest gas main in the world.

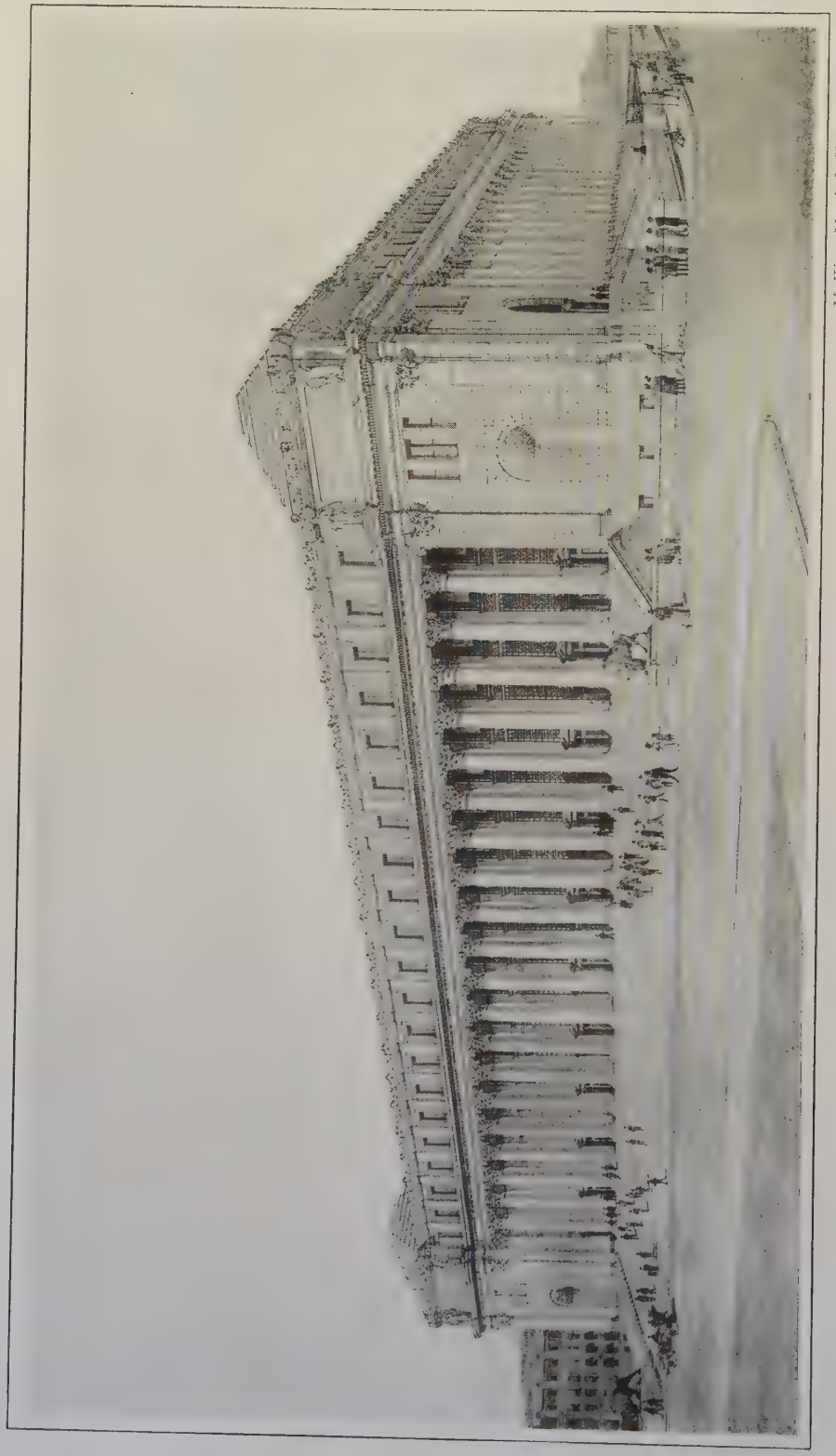
In July, 1910, there were in use in New York City 777,341 gas meters, of which number 203,017 are prepayment, or "quarter" meters. On one day the gas companies handle 10,174 orders; the term "order" meaning requests from consumers for burner tips, requests to have gas ranges examined or trifling repairs made to them, all of which require the services of 1016 men. On one day the index or meter readers read 27,463 meters. The gas sales per capita in New York City average $8.27.

Included in the wonderful development in consumption of gas, the use of this ideal product for fuel purposes, is no less remarkable than that for illumination. The degree of perfection to which stoves, ranges, heaters and other devices for the burning of gas for fuel have been brought, have given it the lead in New York City as a fuel for culinary purposes, and adds very largely to the cleanliness of the houses and the comfort of the householders of New York.

The officers of the Consolidated Gas Company of New York are: George B. Cortelyou, president; W. R. Addicks, L. R. Gawtry and R. A. Carter, vice presidents; J. A. Bennett, treasurer; Benjamin Whitely, assistant treasurer; R. A. Carter, secretary; C. C. Simpson, assistant secretary; F. L. Lambrecht, auditor; Edwin North, purchasing agent. Directors: H. E. Gawtry, chairman, Samuel Sloan, William Rockefeller, Moses Taylor, G. F. Baker, F. A. Vanderlip, S. S. Palmer, W. R. Addicks, A. N. Brady, J. W. Sterling, G. B. Cortelyou, W. P. Bliss and M. Greer.

A retrospective view of the past quarter of a century reveals many wonderful scientific developments, especially in the field of electrical engineering. During this period the practical application of electrical energy has passed from narrow confines until now not only New York, but every large city is largely dependent upon it for the conduct of its ordinary business relations. Electricity applied to lighting purposes preceded its employment for heat and power by half a dozen years, but its rate of progress has been more rapid.

Prior to 1882 there had been several demonstrations in Europe of the practical application of electric current to lighting purposes by Siemens, in Germany, and by the Russian engineer, Jablochkoff, with his candle, a form of arc lamp which was exhibited on the Avenue de l'Opera, in Paris, in 1878, and six months later on the Thames, and on Waterloo Bridge, in London.



UNITED STATES POST OFFICE BUILDING
Eighth Avenue, Thirty-first and Thirty-second Streets
McKim, Mead & White, Architects

In 1879 arc lighting systems were being developed in this country by Charles F. Brush and by Elihu Thomson.

Thomas A. Edison effected great changes in electric lighting methods by the introduction of the incandescent lamp. He had exhibited his carbon filament lamp as early as 1879, but it was not until 1880 that any of these lamps were seen out of the laboratory. With the development of incandescent lighting and a comprehensive system covering all of the elements necessary for the generation, distribution and sale of electricity, its commercial use made such a wonderful and rapid advance that Edison's name will always be associated with it.

The first central station to be utilized for the commercial distribution of electricity for incandescent lighting was started in 1882, on Pearl Street, near Fulton, in New York City, lighting a territory covering an area of about one square mile. This station was started under the auspices of the Edison Electric Illuminating Company of New York, now The New York Edison Company. There was not a single electric motor in use for power purposes at that time, and no electric heating or cooking devices had been developed.

After this system of producing and distributing electricity had been developed, various applications of electrical energy appeared rapidly, owing to the creative genius of Edison, Brush, Weston, Thomson and Sprague, until to-day there is more money expended for electricity than for daily bread.

As an index to the rapid progress of this art, it is interesting to cite the magnitude of The New York Edison Company's system, which is the largest of its kind in existence, supplying upward of ninety thousand customers. From its great Waterside station, capable of developing continuously over two hundred and fifty thousand horse power, a network of feeders extends out to the twenty-six substations in Manhattan and the Bronx, from which the distributing service of the company is effected, covering practically every street in the populated territory of both boroughs.

The company's supply mains furnish electricity to an installation on the customer's premises, representing an equivalent of over seven million and five hundred thousand standard (fifty watt) incandescent electric lamps, represented by over four million incandescent lamps, forty thousand arc lamps and over two hundred and fifty thousand horse power in electric motors.

The largest supply of energy is furnished to the business districts, where the company, through numerous electric elevators, supplies what is practically the vertical transportation of the city in the numerous high office buildings.

The supply of current to the purely residential district is continually extending, so that practically every modern house or apartment must be equipped with electricity for lighting, and for the numerous other applications contributing to the convenience of modern life; but it is not only in its household applications that electricity has made the greatest progress, but in the commercial applications, such as the equipment of factories, mills and industrial establishments generally.

In all of the largest cities, central station service is gradually displacing the private electric plant, reducing the smoke nuisance and contributing to the well-being of the community by placing at the command of the small shopkeeper and the modest factory a liberal supply of power at a minimum of cost.

In the evening, the Great White Way, with its myriads of incandescent lamps, in attractive signs and decorative emblems, converts night into day and forms a centre of attraction alike for the visitor and the pleasure-loving native.

Electric vehicles are rapidly replacing the worn-out and jaded horse equipments, in turn contributing to the economical and effective solution of the transportation problem.

New applications of the electric current are constantly being developed, and the field of the electrical industry is constantly widening and the central station companies are rapidly enlarging their output and expanding the territory which they serve.

Of the public utilities none has been a greater aid to commerce than those dealing with long distance rapid transit of intelligence and speech. "What hath God wrought?" was the first message flashed over the first telegraph line installed for public service by the inventor Morse. Although that invention and the telephone have ceased to be the wonders they then were, because of their familiarity and universality, they have wrought great revolutions in business and social life. The first telegraph line was between Baltimore and Washington, in 1844, and the next was that which reached New York from the Jersey shore, in 1845, the first telegraph cable line in the world, the first telegraph message ever received in New York coming via that cable to a receiver temporarily installed in the kitchen of the Audubon Mansion, on the banks of the Hudson (see page 407), then occupied by Jesse W. Benedict, a leading New York lawyer, who received the message, Samuel F. B. Morse being at the sending end of the wire on the Jersey side.

From that beginning the system has been developed to a point of utmost usefulness to business, and an enormous proportion of the transaction of the commerce of New York is carried on by land telegraph or ocean cable.

Even more strongly entrenched in business and social usefulness is the telephone system, as it has been developed in the City of New York. To trace the New York Telephone Company back to its first pair of crude telephones, that were laughed at as "scientific toys," it is barely thirty-three years of age. It is the product, for the most part, of men who are still alive and busy. Such has been its marvelous growth that it has, in one generation, swept past industries and professions that have been hundreds of years in existence.

The inventor himself, Alexander Graham Bell, exhibited the first telephones that were seen in New York City, at the St. Denis Hotel, as early as May 11, 1877. Two lines of telegraph wire were borrowed for the occasion, one running to Brooklyn and one to New Brunswick. A few invited guests were present, and the result encouraged Bell to give three exhibitions in Chickering Hall on the week following. After these exhibitions two New York business men, Charles A. Cheever and Hilborne L. Roosevelt, ventured, on August 29, 1877, to organize "The Telephone Company of New York." Cheever was a dealer in rubber goods and Roosevelt owned an organ factory on West Eighteenth Street.

Both Cheever and Roosevelt were able men. They had succeeded in other lines of business; but the task of establishing a telephone system in the greatest of American cities was too much for them. The most that they could do was to string a few private lines, which were used mainly for exhibitions, the first of these being between Cheever's office in the Tribune Building and a Telegraph Exchange for lawyers at 145 Fulton Street, owned by William A. Childs.

At the end of ten months Cheever and Roosevelt were delighted to sell out for $18,000, to a group of men who had larger capital. These men were Amzi S. Dodd, founder of Dodd's Express; T. N. Vail, of Washington; Edwin Holmes, founder of a burglar-alarm system; and William H. Woolverton, of the New York Transfer Company. On the first of May, 1878, they organized "The Bell Telephone Company of New York." Edwin Holmes was its first president, and its capital was $100,000. A temporary exchange was tried by making use of the Holmes burglar-alarm wires at 194 Broadway; and an executive office was established at 4 East Twentieth Street.

Two months later Theodore N. Vail came to New York as the general manager of the original Bell Company. He was well known as the superintendent of the Railway Mail Service, at Washington, and his influence soon placed the New York Company upon a better basis. He raised $60,000 of new capital from Second Assistant Postmaster-General Brady; Henry G. Pearson, postmaster of New York; John D. Harrison, and others. With this impetus the young enterprise began to gain general favor, and in

CITY INVESTING BUILDING

Francis H. Kimball, Architect

March, 1879, the first actual telephone exchange was started at 82 Nassau Street.

In this year the president of the company was T. N. Vail, and the members of the Executive Committee were Henry G. Pearson, John D. Harrison, and Amzi S. Dodd. Henry W. Pope was the superintendent. Thomas D. Lockwood was bookkeeper. Charles E. Chinnock was electrician. Lewis Miller was wire chief. D. N. Adee was canvasser. A. K. Thompson and C. A. Wiley were operators. And the business office was at 923 Broadway.

The territory granted to this company was a circle of land, sixty-six miles in diameter, with the City Hall as the centre. Also for good measure it received the whole of Monmouth County, New Jersey, and Long Island. Subscribers were charged $60 a year, and later $120 a year, and given one month's free trial. The first telephone directory was a small card, showing 252 names; and the first switchboards held a dozen wires apiece. Iron wire was used, in single strands; and the whole equipment, equally through lack of knowledge and lack of capital, was so crude and cheap that it would be scarcely recognizable to any telephone engineer of to-day.

Competition, too, for a time doubled the difficulties and decreased the profits. The "Gold and Stock Telegraph Company," which was a subsidiary of the Western Union, opened a telephone exchange at 198 Broadway, and gave battle to the Bell Company. This struggle was soon brought to a close by mutual agreement; and in 1880 the two contestants united in "The Metropolitan Telephone Company," with Colonel W. H. Forbes, of Boston, as its first president. The only competitor now left in the field was the Child's Law Telegraph system, which had been given the right to operate not more than six hundred lines; and in 1884 this little exchange was merged in the Metropolitan. Since then there has never been any degree of competition in the development of the telephone system in the City of New York.

The Metropolitan Telephone Company began its career hopefully with $125,000 in the treasury; but all this was wiped out by a sleet storm in the winter of 1881. It issued bonds to the amount of $100,000; but no broker could be found who would offer them for sale to his clients, and the company was obliged to sell them at a low price to its shareholders. In spite of these difficulties, it persisted, and by 1883 it had rebuilt and extended its lines, with eight exchanges and more than three thousand subscribers.

In 1885, Theodore N. Vail became president. He resigned four years later, after having pushed to completion the building of an elaborate underground system of doubled copper wires. Following Vail came Charles Frederick Cutler, who had previously been president of "The New York and New Jersey Telephone Company." Cutler headed the Metropolitan Telephone Company for eighteen years. Under his management it continued to prosper

until, at his death in 1907, there were more telephones within thirty miles of City Hall than there had been in the whole United States in 1885.

Theodore N. Vail was now called for a third time to the presidency of the company, which, in 1896, had been renamed the "New York Telephone Company." He mapped out, on still larger lines, the same policy of organization and development; and retired early in 1910 in favor of Union N. Bethell, then vice president, who had entered the company as general manager in 1893. Mr. Bethell stands to-day as the official head of the company. He, too, represents the larger telephony, and has made the company more efficient by extending the scope of its organization.

In the development of the art of telephony, much notable work has been done in the City of New York. Here, under the busiest of streets and in the highest of buildings, has been woven a network of wires that is now known as the world-wonder of telephone engineering. Here has been the point of departure for the long-distance lines, which linked New York to Boston in 1887, to Chicago in 1892, and to Omaha in 1896. Here the message-rate policy has been developed to its highest point, with the result that it costs much less to be put in touch with four million five hundred thousand people than it did to be put in touch with five hundred people in 1897.

It may be truly said that the City of New York has become for all countries the university of telephony. It has been called by foreigners "the Mecca of telephone men." Here J. J. Carty invented the "bridging bell," and became the first great educator of telephone engineers. Here E. F. Sherwood trained an army of five thousand operators until a call can be answered to-day in three and two-fifth seconds. Here H. F. Thurber built up the largest of telephone plants, with the highest type of construction. And the whole equipment of plant and employees has here been developed to so high a degree of efficiency that New York has now the most perfect methods of intercommunication, and the shortest business day of any city in the world.

The New York Telephone Company has now grown to be a state-wide organization, and more. It includes a small section of Connecticut and the most populous part of New Jersey. It comprises one-ninth of the telephony of the United States, and one-seventh of the entire Bell system. It is so extensive, in fact, that it represents no less than eight per cent. of the telephone business of the world.

To give service to its ten million clients, it has spent $114,000,000 upon its plant and general equipment. It has strung two million miles of copper wire, most of it in conduits under the streets of cities. It has organized this unthinkable mileage of wire into five hundred exchanges, linked it to seven hundred and fifty thousand telephones, placed the whole mechanism in charge of twenty-one thousand employees, and speeded it up to such a point of

THE MUNICIPAL BUILDING *McKim, Mead & White, Architects*

efficiency that it is now handling a traffic of more than three million conversations a day. One-half, or a trifle more of the bulk of this great company is within the limits of the City of New York. There are here fifty-six exchanges, eleven thousand employees, three hundred eighty-five thousand telephones, one million miles of underground wire, and more than one million six hundred thousand conversations in an average day. Incredible as it may seem to foreigners, it is true that in this one American city there are more telephones than in London, Glasgow, Liverpool, Manchester, Birmingham, Leeds, Sheffield, Bristol and Belfast. Even in the list of nations, the City of New York stands in fourth place in the development of telephony, having surpassed all foreign countries except Germany and Great Britain.

In the course of the narrative relation of the development and growth of the City of New York in this volume, the population at various periods has been stated. It will be very appropriate therefore to close it with the figures of the Thirteenth Census, showing that the population of the City of New York in 1910 numbered 4,766,883 souls.

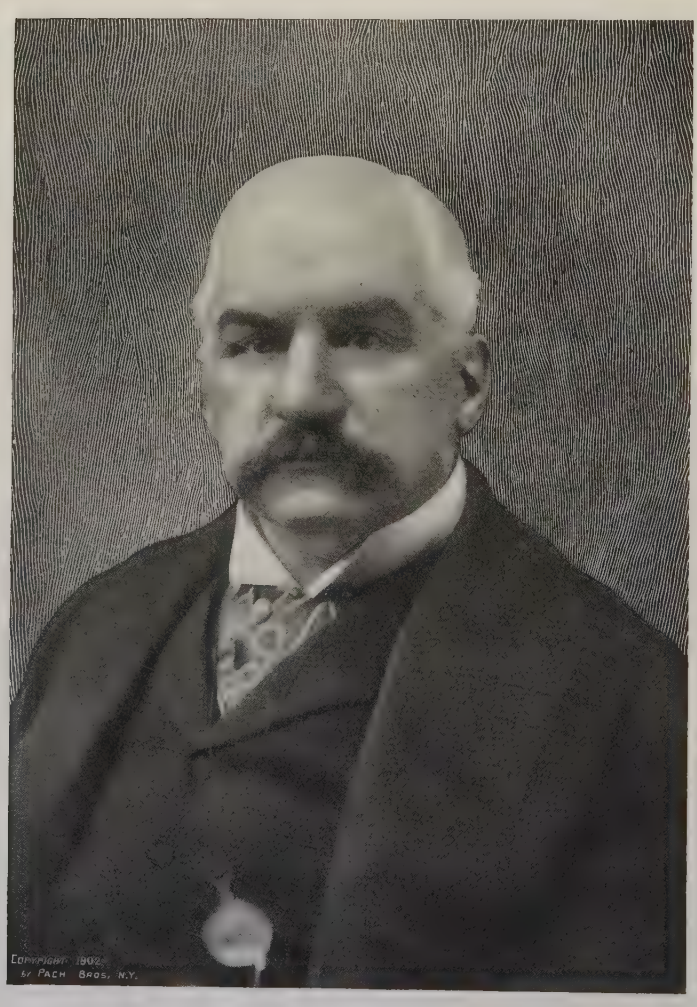
By boroughs the figures are: Manhattan, 2,331,542, compared with the 1,850,093 of the Twelfth Census, an increase of 481,449, or 26 per cent.; borough of the Bronx, 430,980, as against 200,507, an increase of 230,473, or 114.9 per cent. in ten years; Brooklyn Borough, 1,634,351, in comparison with the figures 1,166,583 returned in 1900, an increase of 467,769, or 40.1 per cent.; Queens Borough, 284,041, where there were 152,999 ten years before, an increase of 181,042, or 85.6 per cent.; and Richmond Borough, 85,969, as against the 67,021 of the previous census, an increase of 15,328, or 28.3 per cent. In the entire city the figure of 4,766,883, as compared with the 3,437,202 of the Twelfth Census, shows an increase of 1,329,681, or 38.7 per cent.

It is unfortunate, so far as comparison is concerned, that the population of Jersey City, Newark and hundreds of populous places contiguous to the business centre, and as much a part of Commercial New York as the boroughs of Brooklyn, Bronx, Queens or Richmond, do not show in census figures as a part of the metropolis. Politically separate, but in material interests an integral part of it, these New Jersey centres added make Commercial New York a much closer second to London than is disclosed by the official figures.

Oliver Lippincott, Photographer

BLAIR & COMPANY BUILDING

BIOGRAPHIES



JOHN PIERPONT MORGAN

BEFORE transplantation in America, the paternal ancestry of Mr. J. Pierpont Morgan was Welsh, his first American ancestor, Captain Miles Morgan, having been the youngest son in a prominent Glamorganshire family in Wales. He came via Bristol to America, arriving in Boston, a young man of twenty years of age, in April, 1636, joining a few weeks later the expedition headed by William Pynchon, which established a settlement at the junction of the Agawam River with the Connecticut River, in Massachusetts. The settlement was first named Agawam, but was changed to Springfield in 1640. Captain Morgan, who married Prudence Gilbert, a fellow passenger on the voyage from Bristol, became one of Springfield's foremost citizens and when, during King Philip's War, the settlement was sacked and burned, his blockhouse became the fortress of the place, and he held it against the besieging savages, after the burning of the town, until reinforcements from Hadley scattered the enemy. A bronze statue in the Court House Square of Springfield commemorates the patriotic service of this bold pioneer. The family remained prominent in Springfield for two centuries, and Junius Spencer Morgan, father of J. Pierpont Morgan, was born in West Springfield in 1813. He was a banker in Boston, New York and London, winning international distinction in finance. In London he was a partner of George Peabody & Company in the banking house which later became J. S. Morgan & Company, of which he was head. He married Juliet Pierpont, and to them John Pierpont Morgan was born in Hartford, Connecticut, April 17, 1837.

Mr. Morgan's maternal ancestry goes back to the Huguenot family of Pierpont (or Pierrepont), through James Pierpont of London, whose son John came to Massachusetts at an early date and settled in Roxbury, which town he represented in the General Court of Massachusetts in 1672. He was the father of Rev. James Pierpont, born in Roxbury in 1659, who was graduated from Harvard in 1681, became pastor of the church at New Haven, Connecticut, in 1685, and was one of the three ministers who formulated in 1698 the plan under which Yale was established in 1700. It was chiefly through his influence that Elihu Yale was induced to make his liberal gifts to the college, and Rev. James Pierpont was one of the original trustees of Yale. The grandson of this distinguished divine was also a clergyman, Rev. John Pierpont, who had a notable career as a poet, and as an antislavery and temperance reformer; and was Mr. Morgan's grandfather.

Whatever psychological explanation of Mr. Morgan, based on heredity, the scientist may find in these and collateral lines of ancestry, there is no question as to the influence upon him of his father, Junius Spencer Morgan, who, after giving him a thorough education in the English High School in Boston and in the University of Göttingen, set him to practical work when he completed his studies in 1857. Mr. Morgan began in the banking business for

three years with the firm of Duncan, Sherman & Company, in New York City. At the end of that time, in 1860, he started in business for himself and as American representative of his father's firm of George Peabody & Company, later J. S. Morgan & Company. This connection enabled him to give the federal government valuable assistance in the marketing of its securities in Europe. In 1864 he formed the firm of Dabney, Morgan & Company, and in 1871 he joined Anthony J. Drexel of Philadelphia, in the firm of Drexel, Morgan & Company in New York City and Drexel & Company in Philadelphia. In 1893, when Mr. Drexel died, Mr. Morgan became senior partner, although for years before that he had directed the firm's business in New York City. On January 1, 1895, the style became J. P. Morgan & Company in New York and Drexel & Company in Philadelphia, as at present.

The services of Mr. Morgan in behalf of the government's finances have been called into requisition many times since the Civil War, notably in the floating of government bonds in 1876, 1877 and 1878, and in 1895, when his firm floated the $62,000,000 in gold bonds issued by the Cleveland administration to restore the normal treasury surplus of $100,000,000 and thereby save the treasury from a silver basis. One of the most important commissions executed by his firm for the general government was in connection with the payment to the French Panama Canal Company of the $40,000,000 purchase money for the canal. Mr. Morgan has also been the intermediary of foreign governments in obtaining American participation in bond subscription, and secured subscribers for $50,000,000 of the British War Loan in 1901: the largest foreign bond subscription ever made in the United States.

One of the many lines of activity in which Mr. Morgan has operated with distinguished success has been the reorganization of railroads, upon which branch he entered in 1869, when Jay Gould and James Fisk were contending for mastery in the railroad world, upon methods which often proved extremely disastrous to the properties and securities involved. One of the roads coveted by rival financiers was the Albany and Susquehanna Railroad, which Mr. Morgan quietly secured and put out of reach of further contention by leasing it to the Delaware and Hudson Canal Company. A railroad reorganizer who was not a wrecker was something of a rarity in those belligerent days, but Mr. Morgan's work in that line then and since has always been in the direction of rehabilitation or advantageous consolidation, and never destructive. In 1888 he successfully took hold of the tangled affairs of the Chesapeake and Ohio Railroad and the "Big Four" System, and put them into good shape; and he performed similar good offices in 1891 for the Richmond Terminal, which he consolidated into the Southern Railway System to the great advantage of that section of the country. In 1895, when the Reading System had

collapsed and appeared to be in *rigor mortis,* because of the over ambitious operations of its president, A. A. McLeod, Mr. Morgan resuscitated it and set it going again. He also reorganized the Erie System about the same time, and in 1896 took the New York and New England Railroad and leased it for a term of years to the New York, New Haven and Hartford Railroad. The Northern Pacific Railroad was in a bad way in 1897, but he took hold of it, secured the aid of German capital, brought opposing elements into harmony, and placed it on a solid basis. The Baltimore and Ohio and several other railroad companies have been added to the list of those whose reorganization and rehabilitation have been planned and executed by Mr. Morgan, and the same is true with reference to street railway organizations, including the West End System of Boston, and the street railway system of Chicago. In ocean transportation also his genius for organization has benefited several important Atlantic and Gulf lines.

It is, however, in the field of industrial organization that his most noteworthy business successes have been achieved. He was concerned in the anthracite and bituminous coal interests, and in several other successful operations of that kind, but it is his creation of the United States Steel Corporation which best attests his soundness of judgment and broadness of vision. He came into that by first being interested in the organization of the Federal Steel Company, which seemed a gigantic undertaking, and from that was led into the view that a much larger combination of interests was possible and desirable.

It is recognized in the financial world that no other man could have called together the resources necessary to the launching of so great an enterprise. Its original capital of a billion dollars (now increased to $1,400,000,000), put this corporation so high up in a class by itself that many predicted failure, declaring it could never succeed and that the stock would never reach a respectable figure. But Mr. Morgan saw, and he made others see, the possibilities of expansion in the steel industry, and the quotations of the Autumn of 1909 show that the market has come to realize how strongly, as well as how broadly, Mr. Morgan planned, when he and his associates launched "U. S. Steel" on the seas of industry and finance.

Mr. Morgan is not only at the head of the house of J. P. Morgan & Company and Drexel & Company, but also of the London banking house of J. S. Morgan & Company, and the Paris house of Morgan, Harjes & Company. He has large investments in English securities, and his influence in European markets is very great. In the United States he has often demonstrated his power, in times of panic and financial stress, to stay the tempest and to tide over difficulties. This is because the world of finance is so well assured of the soundness of his judgment and the quality of his leadership that it looks

to him for guidance in such exigencies. This has been time and again demonstrated, and never more emphatically than in the panic of 1907, when, because he had given his word, the Trust Company of America was saved, although $34,000,000 in cash was paid out over the counters before the run was ended. The meetings of leading financiers in his library resulted in measures by which the panic was subdued and restoration cautiously but surely commenced.

Great as is the prestige held by Mr. Morgan as a financier, a writer in The Nation a year or so ago stated that the day would come when his fame as a bibliophile would outshine his achievements in the world of finance. Though this can hardly be, it is yet a fact that in the collection of books, manuscripts, pictures and *objets d'art,* he has displayed genius and originality, with a boldness of attack and a broadness of vision comparable to those exercised in his great financial operations, and he is certainly, to-day, the foremost collector, as well as the premier financier, of the United States.

He owns many of the best and most valuable pictures, representing not only the old masters, but also works of the great artists of all the best modern schools. He has an art gallery of his own in London, besides being the possessor of many great paintings in his home and library in New York. The catholicity of his taste and judgment as a collector has been exercised in numerous and divergent directions, including the purchase and gift to the American Museum of Natural History of the Bement Collection of mineral specimens, and the Tiffany Exhibit of gems and pearls, the Ford Collection of books and manuscripts given by him to the New York Public Library, and numerous paintings, porcelains and other art objects given to the Metropolitan Museum of Art. Of rare books, manuscripts, paintings, porcelains and art objects he has a priceless collection, including the original manuscripts of many of the masterpieces of English literature, illuminated manuscripts of the Seventh to the Sixteenth Centuries, of which a partial yet wonderful exhibit was made in the Columbia University Library in 1906; and many rare specimens of ecclesiastic vesture and ornament dating from the early mediæval period. In this connection, his purchase of the Ascoli Cope, and his generous return of it to the Church in Italy (from which it had been abstracted many years before), when the facts of its history became known, are fully remembered. His library is housed in a beautiful marble structure adjoining his New York home. Art in all phases has in Mr. Morgan a generous patron. He is the chief supporter of the Metropolitan Museum of Art, and The New Theatre, opened in November, 1909, owes much to his personal interest and aid.

Mr. Morgan is one of the most active laymen of the Episcopal Church, and has for many years been a vestryman and warden of St. George's Church

in New York City, and a strong supporter of the many branches of usefulness and activity of that parish, under the rectorship of Rev. Dr. Stephen H. Tyng and his successors, and for more than twenty-five years has been a lay delegate to the General Convention of the Protestant Episcopal Church.

Among the objects benefited by his munificence are the Lying-in Hospital of New York City, to which he has given $1,350,000, covering the purchase of its present site and the erection and completion of its buildings; the Medical College of Harvard University, to which he has given $1,250,000; also $500,000 each to the Cathedral of St. John the Divine and to the New York Trade Schools; besides substantial donations to the Young Men's Christian Association, the Palisades Park Commission, Bronx Botanical Garden, Hartford Public Library, and many other educational, religious and charitable associations and objects.

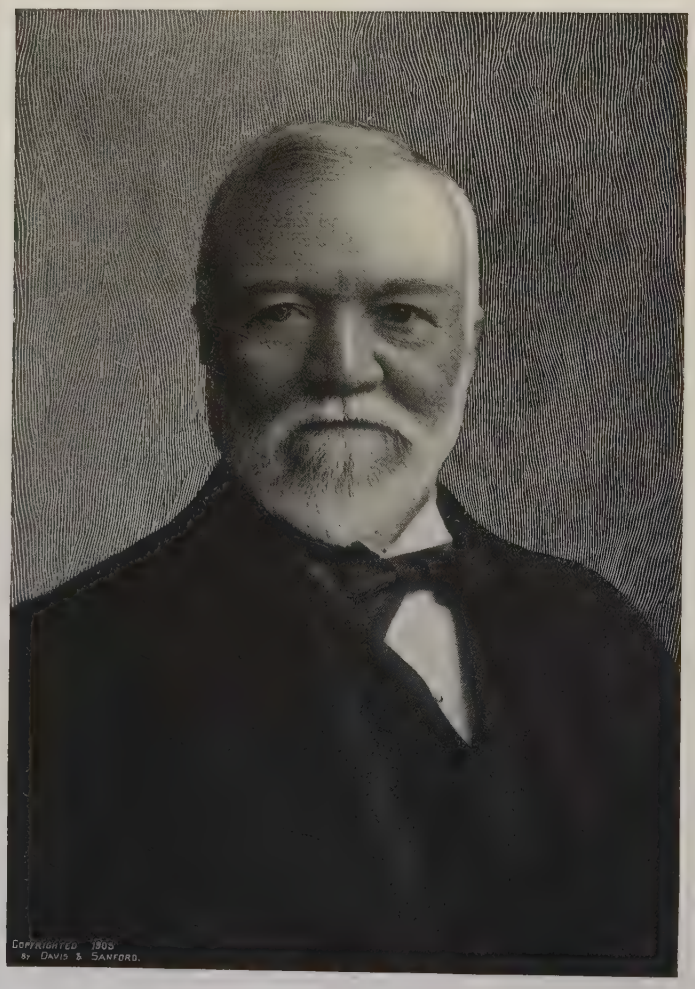
Since 1881 Mr. Morgan has been prominent as a yachtsman, in which character he finds his most favored recreation. In that year he built the Corsair, an iron steam yacht, which was succeeded in 1891 by Corsair II, which was sold to the United States Government at the beginning of the Spanish-American War, and renamed The Gloucester, after which he built his present yacht Corsair III. Mr. Morgan was commodore of the New York Yacht Club for three years, and in that capacity he built the cup-defender Columbia, which twice defeated Sir Thomas Lipton's yacht Shamrock in the international races for the America's cup in 1899 and 1901.

Mr. Morgan's characteristics are those of skillful generalship in all of the manifold avenues of activity in which his interests and tastes have led him. His plans are in the large; and completely cover every campaign in which he figures, without burdening himself with the minuter details. His strategic skill has in no direction been more strongly manifested than in his remarkable faculty of choosing lieutenants capable of working to his plans.

He has received many honors, including the honorary degree of LL.D. from Yale University and decorations from foreign countries; has been in intimate audience with the King of England, the German Kaiser, the King of Italy and other royalties, and with Pope Leo.

Mr. Morgan has a full appreciation of the social side of life, is a member of the best clubs of New York, London and other cities, and enjoys himself to a degree rarely attained by one so largely identified with great enterprises.

Mr. Morgan married first, in 1861, Amelia Sturgis, daughter of Jonathan Sturgis, of New York, who died in 1862; and in 1865 he married Frances Louise Tracy, daughter of Charles Tracy, a noted New York lawyer. He has a son, John Pierpont Morgan, Jr., who is associated with him in business, and three daughters: Louise Pierpont Morgan (Mrs. Satterlee), Juliet Pierpont Morgan (Mrs. Hamilton), and Miss Anne Tracy Morgan.



ANDREW CARNEGIE

A RECENT writer in the New York Independent said of Andrew Carnegie that he is "the most original and creative American of the last half century." Creative he certainly is, and original to a superlative degree, and no less emphatically is he American, notwithstanding the fact that he is a Scot. It was in ancient Dunfermline that he was born November 25, 1835; in Dunfermline, which was once proudest of the distinction of being the burial place of Bruce and other Scottish Kings, and the birthplace of Charles I, but now points with most pride to the fact that it is the birthplace of Andrew Carnegie.

His father was a weaver, for the linen industry has been the chief one in Dunfermline for about two centuries. The introduction of machinery in the 'forties made trouble for the weavers of Dunfermline. Work was scarce, money scarcer, and the elder Carnegie became discontented. History is full of instances where Discontent has proved the turning point of Destiny for nations and for men. It drove the Carnegie family—father, mother and two sons, in 1848, via the barque Wiscasset, 800 tons, which made the voyage in forty-two days, to America.

Andrew Carnegie had attended school, when he could, in Dunfermline, but when the family settled in Allegheny, Pennsylvania, and his father secured work in a cotton mill, he found a chance to work as a bobbin-boy in the same mill at a dollar and twenty cents per week, and he worked at that for a year, when the allurement of a fifty per cent. raise in salary made him relinquish that job for one as stoker for a furnace in a cellar at a dollar and eighty cents weekly.

Through the good offices of J. Douglas Reid, a telegrapher and an Edinburgh man, Andrew secured a position, when he was fifteen, as a telegraph messenger at three dollars a week. He was soon an operator at twice that salary, and by his enterprise and originality attracted the favor of Colonel Thomas A. Scott, then head of the Pennsylvania Railroad interest in Pittsburgh, becoming first a railroad operator and afterward private secretary to Colonel Scott. That position placed him in touch with various opportunities, which he improved. The first was the chance that came to him to buy ten shares of Adams Express Company stock at sixty dollars per share. To get it, his mother mortgaged the little home in Allegheny (his father had died in 1855), and Colonel Scott lent him one hundred dollars to complete the purchase.

The success of this first investment venture was an encouragement to make others. He became a member of the syndicate which bought the Storey

Farm, in the oil regions, in which the first year's dividends paid back the purchase money several times over. He became interested in the Woodruff Sleeping Car Company at its inception and made a considerable amount of money there. During the Civil War Mr. Carnegie served, in Washington, as Superintendent of Military Railways and Government Telegraphs.

In 1863 Colonel Scott became vice president of the Pennsylvania Railroad, and Mr. Carnegie succeeded him as superintendent of the Pittsburgh Division. He entered the iron business, May 2, 1864, by buying from Thomas N. Miller a one-sixth interest in the Sun City Forge Company, which made a specialty of axles, the other partners, besides Mr. Miller, being Andrew Kloman and Henry Phipps, and for about two years the business was very successful. Mr. Carnegie also organized the Keystone Bridge Company, and by disposing of stock to J. Edgar Thomson, president, Colonel Scott, vice president, and to other officials of the Pennsylvania Railroad Company, secured it a strong position, so that it soon took a foremost place in the bridge industry. These enterprises became so important that Mr. Carnegie left the employ of the railroad in 1865. He kept in touch with President Thomson, however, and when that gentleman became engaged in building a branch railroad to Davenport, Iowa, he engaged Mr. Carnegie to adjust some differences connected with the sale of six million dollars worth of bonds in Europe, and after he had successfully accomplished that mission, gave him some more to sell. His success in that enterprise gave him a substantial increase of capital, and with partners he purchased land on the site of Braddock's defeat by the French and Indians in 1755, and there established and built the Edgar Thomson Steel Works. He built the Lucy Furnace in 1874, another Lucy Furnace (No. 2) in 1877, and bought out the Homestead Steel Works in 1880. He practically created, or at least led, the steel industry in this country, and so emphatic was his leadership in its wonderful growth as to maintain for him the practical mastery of it up to the time that he retired from active participation in business. From the first his policy was the improvement and cheapening of processes so as to enable him to make steel quicker, better and at less cost, to adapt this material to more and more uses, and to make it in constantly increasing degree a staple of commerce. To this end machinery which had been deemed perfect was discarded when better became available, with an apparent recklessness which to many seemed scandalous; but this readiness to throw a good thing away to make room for a better kept him always ahead of all competition in the steel industry.

From the time that Andrew Carnegie first saw a bessemer steel plant in full operation in England he was a confirmed optimist in reference to the future of the steel industry. Others wavered and doubted, but Mr. Carnegie never. He had the wisdom, however, to take advantage of the pessimistic periods of his competitors, and to buy, to advantage, plants which had been established as rivals of his own. Thus his company acquired the Homestead plant in 1880, and the Duquesne plant in 1890. By combination with other interests, his two firms of Carnegie, Phipps & Company and Carnegie Brothers & Company acquired not only leadership in manufacturing steel, but also control of the Frick Coke Company, the Scotia Ore Mines and other corporations related to fuel, raw material, transportation and other requisites to practical domination of the steel industry. In advancing to and maintaining that position there were countless problems to face, and many difficulties to overcome. The business was reorganized and consolidated in the Carnegie Steel Company in 1899.

In the Carnegian campaign for conquest of the Empire of Steel there were several division and brigade commanders, but Mr. Carnegie was always commander in chief. The employee who could show supreme ability in any special department was encouraged by the prospect of a partnership. Young men of inherent power rose with unprecedented rapidity, some from the humblest positions in the Carnegie employ, up the steps of promotion until they became partners, and over forty young men in the various departments reached the goal and became millionaires. In 1901 the United States Steel Corporation was organized and after much negotiation, Mr. Carnegie, then in his sixty-sixth year, consented to sell.

Mr. Carnegie retired from business when he sold out to the United States Steel Corporation, but he had only changed the direction and not the volume, of his activities. To retire, in the sense of becoming idle, would be an impossibility to one of his temperament. Therefore it is that Mr. Carnegie, released from business, has become more strongly identified with matters of public concern.

His philanthropies have been projected along the lines of adding to the intelligence of the English-speaking people. In his own childhood his opportunities for securing a formal education were much restricted. The chief asset he gained by his attendance at the Dunfermline schools was a love for reading. This he indulged to the fullest possible extent, and the difficulties which he found in securing the books he wanted so impressed him, that after achieving financial success he began providing library buildings, first in his home town of Allegheny, soon after in his native town of Dunfermline, later in Pittsburgh, and after that in any and every

place in the United States or in the British Empire which showed a need for a library, and would provide for it a site and maintenance. He has given for this purpose over fifty million dollars for about two thousand library buildings, and is still providing libraries at a rate averaging one every other working day.

Besides libraries, Mr. Carnegie has given largely to educational purposes. He has helped many of the smaller colleges in various sums aggregating more than twenty million dollars; endowed the Carnegie Institution, in aid of scientific research work, with $12,000,000; established the Carnegie Foundation, to provide pensions for retired professors, with $15,000,000; the Carnegie Relief Fund, for employees of the Carnegie Steel Company, $5,000,000; the Carnegie Hero Fund, $5,000,000; the Pittsburgh Technical Schools, $5,746,000, the Carnegie Institute, Pittsburgh, which includes Museum, Library and Art Gallery, exceeding $20,000,000; Scottish Universities, $10,000,000; for the Engineering Buildings, New York, built for the American Institute of Electrical Engineers, American Society of Mechanical Engineers, American Institute of Mining Engineers and Engineers' Club, $1,500,000; the St. Louis Public Library, $1,000,000; to New York City for branch libraries, $5,200,000, and Philadelphia, $1,500,000, for thirty branch libraries; his aggregate gifts for library buildings for communities who are to maintain libraries by taxation being over $50,000,000, and has provided large sums for other purposes, his public benefactions exceeding $150,000,000, without including his private pension fund.

Mr. Carnegie is one of the world's most distinguished advocates of international peace, and furnished the fund of $1,500,000 for the building of the Temple of Peace at The Hague. He presided over the International Peace Conference held in New York City in 1907. He is, in fact, as distinguished for originality in his way of using his fortune as for the skill and rapidity with which he acquired it. The conventional story of the rise of a poor boy to wealth includes the phrase that the subject gave his "undeviating attention to his business," but that does not fit the career of Andrew Carnegie. That he had unprecedented success in business was not because he did not attend to other things. He went around the world over a quarter of a century ago, and he has made about ninety trips across the ocean. He holds a place of distinction as an author which many professional literary men might envy, and he gained the personal friendship of Herbert Spencer, John Morley, Matthew Arnold, Gladstone, John Bright and many other leading men of Britain and America, long before he had entered the rank of the millionaries.

His two earliest books were the result of his travels, as indicated by their titles: "An American Four-in-Hand in Britain" (1883), and "Round the World" (1884). His next book, "Triumphant Democracy" (1886), has become a classic as an appreciation of American institutions. His later books, "The Gospel of Wealth" (1900), and "The Empire of Business" (1902), deal in an entirely original way with the subjects and problems suggested by their titles, and the last named has been translated into eight languages, including Greek and Japanese. Mr. Carnegie has also written and published a "Life of James Watt" for the "Famous Scots" series (1906), and "Problems of To-day" (1908); besides various contributions to magazines and reviews in America and Britain.

His writings, as his life, are imbued with the American spirit, and yet he is a true Scot. His heart beats true to Scotland in general and to Dunfermline in particular. He has endowed that town with more than half a million pounds sterling for its public institutions. In Scotland he is the Laird of Skibo Castle (which he bought in 1897). He fills the rôle in harmony with the best Scottish traditions and he keeps his own piper. He was elected Lord Rector of the University of St. Andrew, Edinburgh, in 1902, and he has received the honorary degree of Doctor of Laws from all the Scottish Universities: of Glasgow, 1905, Aberdeen and Edinburgh, 1906, and the University of Birmingham, 1907; as well as from the University of Pennsylvania, 1906, and McGill University, Montreal. He was elected president of the British Iron and Steel Institute in 1903, being the only American who has ever received that honor. Mr. Carnegie has also received more freedoms of cities in his native land than any other man, having received over fifty in England, Scotland and Ireland.

Mr. Carnegie cares nothing for the ostentations of wealth. His home life is domestic and comfortable, though in no degree lacking in hospitality. His way of living is very modest in comparison with that of some of the young partners he has helped to fortune. He is very earnest in the things that interest him, from the advocacy of simplified spelling to the propaganda of universal peace. He was married late in life (1887), to Miss Louise Whitfield, of New York, and has one daughter, Margaret, born in 1897. The family town house is in New York. His public activities carry him to many places, and his summers are spent in Scotland.

The career of Mr. Carnegie has been intensely interesting, and has been the subject of many articles and volumes. His characteristics are marked by great individuality in all the phases of his activity as capitalist, philanthropist, litterateur, philosopher and publicist.

LEVI PARSONS MORTON

AMONG living men no name is more closely connected with the history of the City, State and Nation than that of Hon. Levi Parsons Morton. In the country at large, which he served with great ability and distinction as Minister to France and as Vice President of the United States; in the State of New York whose executive affairs he administered most effectively as governor, and in the City of New York, of which he has for many years been one of the foremost citizens, his name is held in high honor.

He is of old New England lineage, being descended in direct line from George Morton, of Bawtry, Yorkshire, England, one of the Pilgrim Fathers who landed from the ship "Ann" at Plymouth, Mass., in 1623. Mr. Morton was born in Shoreham, Vermont, May 16, 1824, being the youngest son of Rev. Oliver and Lucretia (Parsons) Morton. His mother was also of a good New England family, and was a sister of Rev. Levi Parsons, distinguished in religious history as the first American missionary to Palestine, and it was after him that Mr. Morton was named. He was educated in the Shoreham Academy, but derived fully as much educational benefit from the refined and intellectual influences of his family life in the modest parsonage which was his boyhood home as from any of the formal teaching he received.

He became connected with mercantile business and was thus engaged for five years at Hanover, N. H., and later as a clerk with the prominent house of James M. Beebe & Co., Boston, of which he became a partner in 1852, another member of that firm being Junius Spencer Morgan, afterward an international banker of the firm of George Peabody & Co., London, and the father of Mr. J. Pierpont Morgan. Mr. Morton came to New York City in 1854, and established the wholesale dry goods commission house of Morton and Grinnell, which became one of the most successful in the country.

He established a banking business in 1863, under the style of L. P. Morton & Co., in which firm Mr. George Bliss became a partner in 1868, the style changing to Morton, Bliss & Co., and in the same year, in association with Sir John Rose, who had previously been Minister of Finance of Canada, he founded the London house of Morton, Rose & Co., of which he remained at the head until its dissolution. The firm of Morton, Bliss & Co. was succeeded October 1, 1899, by the Morton Trust Company, of which he has ever since been president; he is also president of the Fifth Avenue Trust Company, and a director of the Guaranty Trust Company, Home Insurance Company, Panama Coal Company, and the Washington Life Insurance Company.

Mr. Morton's London house was, from 1873 to 1884, and again after 1889, the fiscal agent of the United States Government in London, and he had charge of many of the largest financial negotiations of the government. He organized the syndicate of banks, including Drexel, Morgan & Co., J. S. Mor-

gan & Co., N. M. Rothschild and Sons, and Jay Cooke, McCulloch & Co., which successfully placed the 5-per-cent. Government loan of 1871, and assisted in the funding of the national debt and in making possible the resumption of specie payments at a fixed rate. Morton, Rose & Co. were also associated with the Messrs. Rothschild and other London bankers in the payment of the Geneva Award of $15,000,000, and the Halifax Fishery Award of $5,500,000.

In the arena of diplomacy and statesmanship Mr. Morton has had a career as distinguished as in finance. In 1876, in a convention held shortly before the election, he was nominated for Congress by the Republicans of the Eleventh Congressional District, without having been previously consulted. There was no time for effective canvass, but the Democratic majority was reduced by 400 votes. He was appointed in 1878, by President Hayes, honorary commissioner of the United States to the Paris Exposition. In the Fall of the same year he was again nominated for Congress in the Eleventh District and after an energetic canvass was elected by more than 7,000 plurality to the Forty-sixth Congress; and he was reëlected to the Forty-seventh Congress in 1880.

In Congress Mr. Morton's standing as a financier of unsurpassed ability and untarnished record gave him a position of authority in connection with financial legislation, and his speeches in opposition to the unlimited free coinage of silver in 1879 were among the most direct and authoritative in that debate. He was also much interested in international politics and foreign relations, and was a member of the Committee on Foreign Affairs in the Forty-sixth Congress. He received an informal tender of the Republican nomination for Vice President on the ticket with General Garfield in 1880, but though this offer was equivalent to an election, he declined it. He also declined the position of Secretary of the Navy, tendered by President Garfield in 1881, but served as United States Minister to France from 1881 to 1885.

Mr. Morton was one of the most successful and popular representatives ever sent by our Government to France. He removed the Legation from its former place into one of the best localities in Paris in a mansion which he rented at his own expense. He gained the friendship of the great French statesmen of that day—Ferry, Gambetta, De Freycinct, and others, and in social as well as in governmental circles won the favor of the French, and the municipality named the square upon which he had established the Legation, "Place des Etats Unis." He drove the first rivet in the Bartholdi Statue of "Liberty Enlightening the World," and had the honor of accepting that statue for his government; took a public part in the ceremony of unveiling of the statue of Lafayette at Le Puy, his birthplace, was a commissioner to the Paris Electrical Exposition, and a representative of the United States at the Submarine Cable Convention. Americans resident in or visitors to France during

Mr. Morton's incumbency found the Legation efficient and courteous, and in practical diplomacy he was especially successful, notably in securing from France the recognition of American corporations, and the removal of restrictions upon the importation of American pork.

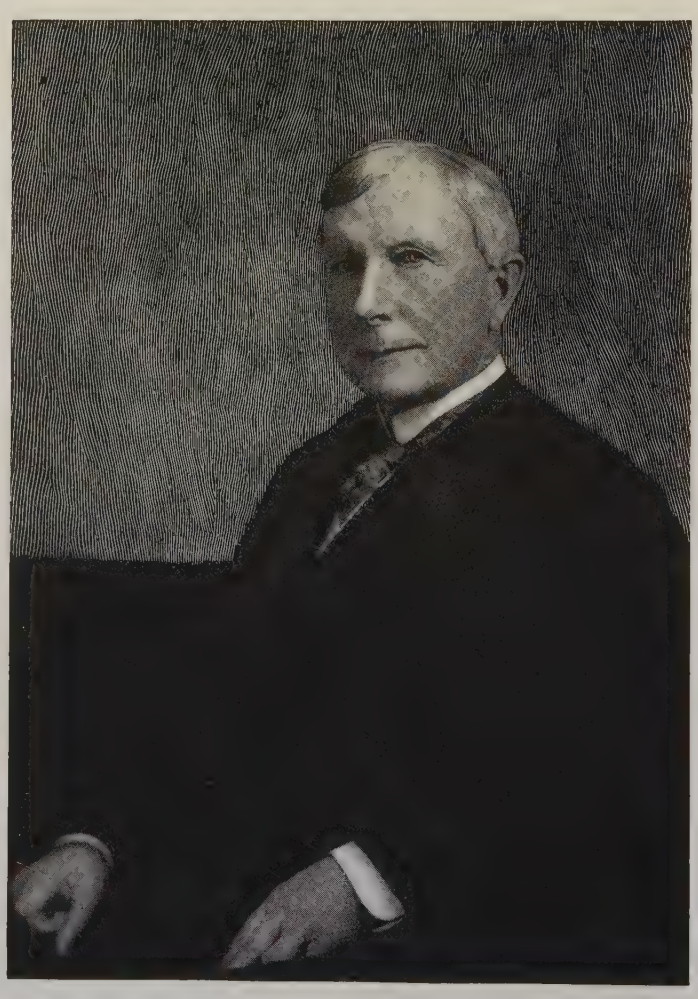
Mr. Morton was nominated at the Chicago Convention June 25, 1888, for the office of Vice President of the United States on the ticket with Benjamin Harrison and was elected in the following November. There was never a man who filled the Vice-Presidential chair with more ability or presided over the United States Senate with greater courtesy or impartiality. When his term was closing he received a letter written in highly complimentary terms and signed by the entire membership of the Senate, tendering to him a banquet at the Arlington Hotel in Washington, held February 27, 1893, at which Mr. Morton was warmly eulogized by Senators of both parties.

In 1894 Mr. Morton was nominated for Governor of New York. The State had been in Democratic hands since 1882, and the Democratic plurality had been 45,000 in 1892. Mr. Morton was elected by a plurality of 156,000, and his term was one of great benefit to the State and its people.

Governor Morton is the owner of "Ellerslie" at Rhinecliff, Rhinebeck-on-Hudson, one of the most beautiful of American country houses, a modern structure in the English Renaissance style, surrounded by a park and a large farm, cultivated in the best manner, and pastures and large barn for what is probably the finest herd of pedigreed Guernseys in this country, and there are also yards and buildings for flocks, numbering thousands, of fine poultry. The situation is one of unsurpassed beauty, commanding fine views of the Hudson River and Valley and of the mountain range beyond. The town house is at 681 Fifth Avenue.

In social life Governor Morton is held in highest esteem, for his has been a career typical of public and personal rectitude, and expressive of the highest ideals of American citizenship. He is a member of the New England Society and the Sons of the Revolution, is president of the Metropolitan Club of New York, and member of the Union, Union League, Century, Lawyers', Republican, Tuxedo and Down Town Clubs.

He married, in 1856, Miss Lucy Kimball, daughter of Elijah H. Kimball and member of an old Long Island family. She died in 1871, and in 1873 he married Anna Livingston Street, daughter of William I. Street and granddaughter of General Randolph S. Street, and a descendant of the old Manhattan families of Livingston, Schuyler and Van Rensselaer. Of his five children, four are now living: Edith Livingston, who married, April 30, 1900, William Corcoran Eustis; Helen, who married in London, in October, 1901, the Comte de Perigord, now Duc de Valencery; Alice, married in February, 1902, to Winthrop Rutherford; and Mary Morton, unmarried.



JOHN DAVISON ROCKEFELLER

JOHN DAVISON ROCKEFELLER, whose achievements in business and philanthropy have earned him world-wide distinction, was born at Richford, Tioga County, New York, July 8, 1839, son of William Avery and Eliza (Davison) Rockefeller. His grandfather was son of Godfrey Rockefeller, of Massachusetts. William A. Rockefeller, his father, engaged in various enterprises, and trained his son to practical business ideas. In 1850 the family removed to Cuyahoga County, Ohio, locating on a small farm at Strongsville, a few miles south of Cleveland, and later removed to Parma, another Cleveland suburb.

His father's training and his own bent led him early into practical business activities, the first of which was when, at the age of eight, he became the proud possessor of a flock of turkeys, of which, with the assistance of his mother, who gave him the curds from the milk to feed them, he made a substantial success. His education had been conducted as a preparation for a college course, but when he was sixteen it was decided that he should leave the high school course, which he had nearly completed, and spend a few months in a commercial college in Cleveland, a training which he had always highly valued. When the course was finished he found, after a long and tedious search, a place in the forwarding commission house of Hewitt & Tuttle, September 26, 1855, remaining with that house as clerk for fifteen months, receiving fifty dollars for his first three months' work, and twenty-five dollars a month during the year 1856, and after that becoming cashier and bookkeeper in charge of the office of the firm, whose business activities were so diversified that his duties gave him many problems to work out. His experience in that house was of the highest value as a business training, and his genius for business was evidently of great value to the firm, which confided many of its most important matters to his hands, although he was still a boy in years, and every account against the firm was carefully scrutinized and audited by him.

In 1858, although only nineteen years old, he left that firm to establish, as an equal partner of M. B. Clark, the commission firm of Clark & Rockefeller, each putting in two thousand dollars. Mr. Rockefeller had saved up about seven or eight hundred dollars, and borrowed the remainder from his father at ten per cent., then a common rate for private loans. The business was successful from the first, and soon attained large proportions, the sales for the first year aggregating half a million dollars. To carry the business frequent loans had to be procured from the banks, but Mr. Rockefeller was the financial man of the firm, and succeeded at all times in securing sufficient funds to keep the business going, although the process was often attended with difficulties, which all went into the training which made him one of the world's greatest financiers.

In 1860 the firm went outside of its regular produce business to join James and Richard Clark and Mr. Samuel Andrews in the oil refining business of Andrews, Clark & Company, which they organized, Mr. Andrews being the manufacturing man of the concern. He had learned the process of cleansing crude petroleum by the use of sulphuric acid, and he attended to that feature of the business. As that business developed, the firm of Clark & Rockefeller was called upon to supply a large special capital, and in 1865 the partnership of Andrews, Clark & Company was dissolved. The arrangement that the cash assets should be collected and the debts paid was a matter of course, but the plant and good will remained for disposition. It was decided that the partners should compete among themselves for the ownership, and a lawyer who represented the Clarks served as auctioneer. Mr. Rockefeller, who wanted to go actively into the oil business with Mr. Andrews, secured the business at his bid of $72,500 and the firm of Rockefeller & Andrews was established. Very soon after, Mr. Rockefeller sold out his interest in the produce commission business of Clark & Rockefeller to his partner.

Thus began Mr. Rockefeller's long and successful career in the oil business, then in its infancy and very crudely organized. To Mr. Rockefeller and his associates must be credited the most important steps in its development, by the introduction of new processes for the improvement of the oil, the utilization of by-products, the reduction of the cost of oil to the consumer, by the building of pipe lines and the consequent cheapening of the cost of deliveries, and by dealing in large measure direct with the consumer.

Later Messrs. Rockefeller & Andrews, with Mr. William Rockefeller, established in Cleveland the firm of William Rockefeller & Company, which built a new plant called the Standard Oil Refinery, and shortly afterward the partners united in establishing in New York City the firm of Rockefeller & Company, for the sale of the products of their refineries. In 1867 the firms of William Rockefeller & Company, Rockefeller & Andrews, Rockefeller & Company, and S. V. Harkness and Henry M. Flagler, united in forming the firm of Rockefeller, Andrews & Flagler, thus uniting under one executive management the business which these separate firms and individuals had carried on, and combining into one harmonious organization the departments of production, transportation and sale of their products and by-products.

In 1870 the business had so increased that a corporate form of organization of the business seemed desirable, and The Standard Oil Company of Ohio was organized with a capital of $1,000,000, taking over the business of Rockefeller, Andrews & Flagler. Of this company John D. Rockefeller became president; William Rockefeller, vice president; and Henry M. Flagler, secre-

tary and treasurer. Many other refineries in Ohio, Pennsylvania and New York associated themselves with the Standard Oil Company from time to time, and in 1882 The Standard Oil Trust was formed with a capital stock of $70,000,000, later increased to $95,000,000, and which, within seven or eight years, came into possession of the stocks of the companies controlling the greater part of the petroleum refining business of the country as well as of the oil producing interests. After prolonged litigation, begun in 1890, the Trust voluntarily dissolved, and in 1899 the present form of organization was adopted. The chief of the Standard Oil corporations is The Standard Oil Company, incorporated under the laws of New Jersey, in addition to which there are many subsidiary corporations in this and other countries, constituting the largest business interest under identical control in the world. It owns many thousands of acres of oil lands, vast numbers of wells, refineries, pipe lines, and oil steamships and has business houses not only in all principal American cities but also in the most important cities in foreign countries, all over the world.

At various times Mr. Rockefeller has owned large interests outside of those connected with the Standard Oil Company. Notable among those interests may be named the control of the great iron ore interests of Minnesota, which he finally sold to the United States Steel Corporation, the story of which, as well as many other interesting details of his life history, is found in Mr. Rockefeller's Random Reminiscences of Men and Events, published in 1909.

While the place earned by Mr. Rockefeller as a great capitalist, and as creator of an industrial organization far surpassing any previous one in the world's history gives him great distinction, it is probable that he will be longest remembered for his philanthropies and benefactions. This will be so not only because of their large aggregate amount ($122,554,662 to the beginning of 1910), though that surpasses all precedent, but even more because the same mastery of the art of effective organization which built up his business enterprises has been applied by him to his philanthropic endeavors. They cover a wide range, and include plans for education and generally for moral, intellectual and spiritual uplift, for the relief of physical suffering, and for the promotion of scientific research into the causes for disease and the means for its prevention.

Many educational institutions have been objects of his bounty, and the University of Chicago, of which he was the founder, has received from him more than $25,000,000, exclusive of $6,000,000, to its Medical Department (Rush Medical College). The churches, missions and benevolences of the Baptist denomination, of which he is a devoted member, have been favored objects of his bounty, as have also been various branches of the Young Men's

Christian Association, juvenile reformatories, the Cleveland city parks, social settlements, and other good causes. The Rockefeller Institute for Medical Research, to which he has given $4,300,000 and the Hookworm Fund, which he endowed with $1,000,000, are examples of the highly practical scope and purpose of some of the most far-reaching of his benefactions. The General Education Board, which he has endowed with the unprecedented sum of $53,000,000, is a broadly though carefully planned organization having for its purposes the promotion of education in the United States, without distinction of race, sex or creed, and especially to systematize and make effective various forms of educational beneficence.

Mr. Rockefeller, as the result of his long experience, has come to the conclusion that what is most needed to make benevolence effective is to organize it, so that misdirection, duplication and waste will be eliminated: to establish, in fact, a Benevolent Trust, or corporation to manage the business side of benefactions. This idea is most interestingly and lucidly expressed in the final chapter of Mr. Rockefeller's Random Reminiscences, before mentioned, and has recently received concrete expression in the proposition for the federal incorporation of The Rockefeller Foundation, for which the authorization of Congress has been asked. Through this Foundation Mr. Rockefeller proposes to endow and set in motion a vehicle of most complete effectiveness for the business side of philanthropy, and a medium for the benefactions of himself and others to promote all uplifting and humane causes and to alleviate misfortune, dispel ignorance, and remove wrong and injustice.

Mr. Rockefeller is a man of domestic habits, fond of his home, and little attracted by clubs or social organizations. His delight in tree-planting is one of his best-known hobbies, and he has attained a skill in that direction which few of the professional landscape gardeners can surpass. Golfing has been Mr. Rockefeller's favorite amusement in recent years, and he finds it a healthful and pleasant relaxation. He has not been active in his large business interests for several years past, leaving their management in the hands of younger associates.

Mr. Rockefeller married, in Cleveland, Ohio, September 8, 1864, Laura C. Spelman, and they had four children and eight grandchildren. Elizabeth, the eldest daughter, who was born in 1866, died in 1906. She was married to Professor Charles A. Strong in 1889. Alta, born in 1871, is now the wife of E. Parmalee Prentice, and Edith, born in 1872, married Harold F. McCormick in 1895. John D. Rockefeller, Jr., the only son, was born in 1874, and married Abby Greene Aldrich, daughter of United States Senator Nelson A. Aldrich, of Rhode Island.

Besides his town house in New York City, Mr. Rockefeller has estates at Tarrytown, New York, and Cleveland, Ohio.

ORLANDO BRONSON POTTER, distinguished business man and financier, was born at Charlemont, Franklin County, Massachusetts, March 10, 1823, of Puritan descent, the son of Samuel and Sophia (Rice) Potter. He was educated in local schools, took a partial course in Williams College (which later gave him the LL.D. degree), then taught school and studied law in Harvard Law School and a Boston office. In 1848 he was admitted to the bar and engaged in practice.

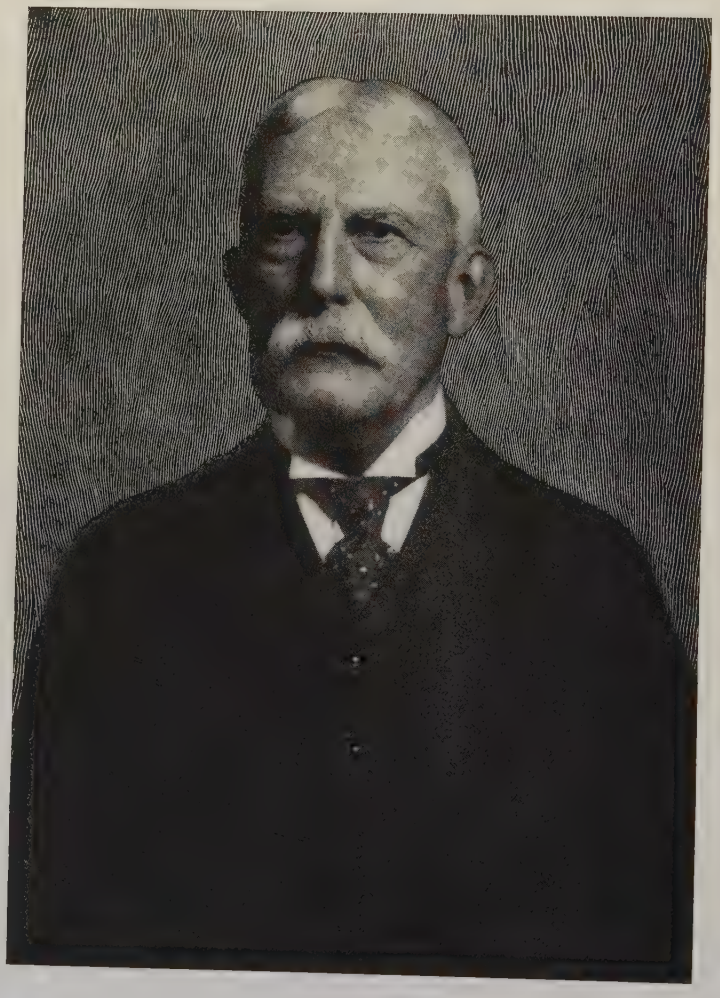
ORLANDO BRONSON POTTER

In 1852 he became a partner in the sewing machine firm of Grover, Baker & Company; removed to New York and established the business here in 1853, and in 1854 became the first and only president and general manager of the Grover & Baker Sewing Machine Company until it terminated active business in 1876.

He acquired large real estate interests, and constructed, under his own supervision, many large stores and warehouses, and became prominent as a financier. He was originator of the present national banking system, which was first outlined by him in a letter to Salmon P. Chase, secretary of the treasury, in 1861, and was adopted by act of Congress of February 25, 1863.

He was a Whig before the war, voted for Mr. Lincoln in 1860, was a Democrat after 1861, was elected to and served in the Forty-eighth Congress from 1883 to 1885, and he continued always active in public affairs until his death, January 2, 1894.

He married, in 1850, Martha G. Wiley, who died in 1879, and had seven children by that marriage; and he married, second, Mary Kate Linsly.



HENRY MORRISON FLAGLER

HENRY MORRISON FLAGLER—A man of high rank among America's great upbuilders, whose home has long been New York, but whose habitat is as often Palm Beach as Fifth Avenue, is Henry Morrison Flagler. He was born in the town of Hopewell (near Canandaigua, New York), January 2, 1830, the year when there were exactly twenty-four miles of railroad in the United States. The son of a Presbyterian clergyman of narrow means, he went to the district school. At fourteen, feeling that his room was more valuable to his father than his company, he treked to Bellevue, a town of the Western Reserve of Ohio. There he worked for some years, entering on his way that great Nineteenth Century high school of high finance "the country store." But like others with the ferment of greater things in his system, he sought a wider field, though he had lifted himself from clerk to partner and made the firm the chief shipper of grain in the town. The salt wells of Saginaw, Michigan, were the magnet that drew him into strange enterprise. Out of this venture, which in those days constituted a "craze," he came out a loser, after seeing the vision of fortune grow golden-edged only to fade away. Then to Cleveland he turned. He tried grain-commission, an old ground. Here he met the youthful John D. Rockefeller, then struggling also out of his commercial shell. Flagler was the older, but the two men were of a mind, and Flagler joined the newly forming firm of Rockefeller, Andrews & Flagler. This was in February, 1867. It is history how the firm, attracted by the great petroleum possibilities, went into oil refining; how Mr. Flagler mastered the details of the oil business in all its ramifications, exhibiting an exactitude of theory and practice almost unique; how in pursuit of this the firm standardized petroleum products in a way unknown to the somewhat chaotic oil business of that day; how greatly they prospered, attracting other oil refiners to join fortunes with them, and how with clear heads and unbounded vigor they entered the kingdom of Petrolia, in 1870, with the flag of the Standard Oil Company at the head of the allied forces. Their company won all along the line, and to H. M. Flagler it owed much of this progress. Wealth rolled in, and accumulations grew. In the Board of Directors, his vigor, his healthy optimism, balanced by a certainty in his estimates of men, of ways and means, carried the company's banner continually forward. They were a masterful group that met daily about the directors' table, and the way H. M. Flagler held his own and helped swell the total of the marvelously expanding business without obtrusion of his personality, bespeaks the modesty, devotion and simple sincerity of the man. For eighteen years all his energies were so directed. The company that started with one million had now, in 1882, seventy millions of capital. A new generation of officials was arising, and Mr. Flagler believed that on their sturdy shoulders the bur-

den of power should rest, so, by and by—in 1885—when Mr. Flagler was half way on the road between fifty and sixty, he developed a desire for new creations. A journey to the South brought him to St. Augustine, by the palm-shaded ocean frontage of Florida, and his imagination took fire at the thought of what a picturesque paradise the country was that fascinated the seafaring Spanish cavaliers of four centuries ago, and how habitable and productive it could be made. Then and there he began a series of developments. A great chain of mammoth and beautiful hotels began with the Ponce de Leon and the Alcazar, at St. Augustine, followed by the Ormond Hotel at the famous hard sand beach of that name, the Royal Poinciana and The Breakers, at Palm Beach, the Royal Palm at Miami, and the Colonial and Royal Victoria at Nassau, Bahamas. But while thus providing for the tourist and the health-seeker, Mr. Flagler took note of agriculture, and decreed that the settlers of the eastern side of Florida should not want railroads for carrying their golden oranges and garden truck to the Northern markets. Hence a buying, improving and building of railroads set in thereabout that has meant six hundred additional miles of rails in the State of Flowers. But his last achievement has been his greatest. With a wonderful creative stroke he projected and is building a line of railroad south from Miami along the Atlantic keys or tiny meadowlike islands that fringe the coast. It is a massive viaduct of concrete, solid as the hills and altogether the last word in railroad building and equipment, literally running through the Atlantic Ocean to Key West—one of the wonders of the modern world. It has for two years been taking trains to Knights Key. Another year will probably see it finished.

And in all this Mr. Flagler has only drawn upon his own long purse. He has had no partners. Whether building hotels, or churches or schools, acquiring old railroads, building new ones, buying and running steamships, he has made them and paid for them just as he did for his own Florida home, "Whitehall," at Palm Beach. He has in twenty-five years built up the eastern half of Florida, and has seen tens of thousands follow in to reap the harvest of fruits, flowers and manufacture.

For a man of eighty, he is marvelously young; alert to all about him, he is reserved to the point of reticence; considerate without comment, kindly without gush; doing great things of novelty with the air of moving easily along appointed paths. He has never traveled in Europe and has never seen California. Although traveling much, he is not fond of travel. He has retained his great Standard Oil interests; remained a vice president of the company until recently; he is still a director.

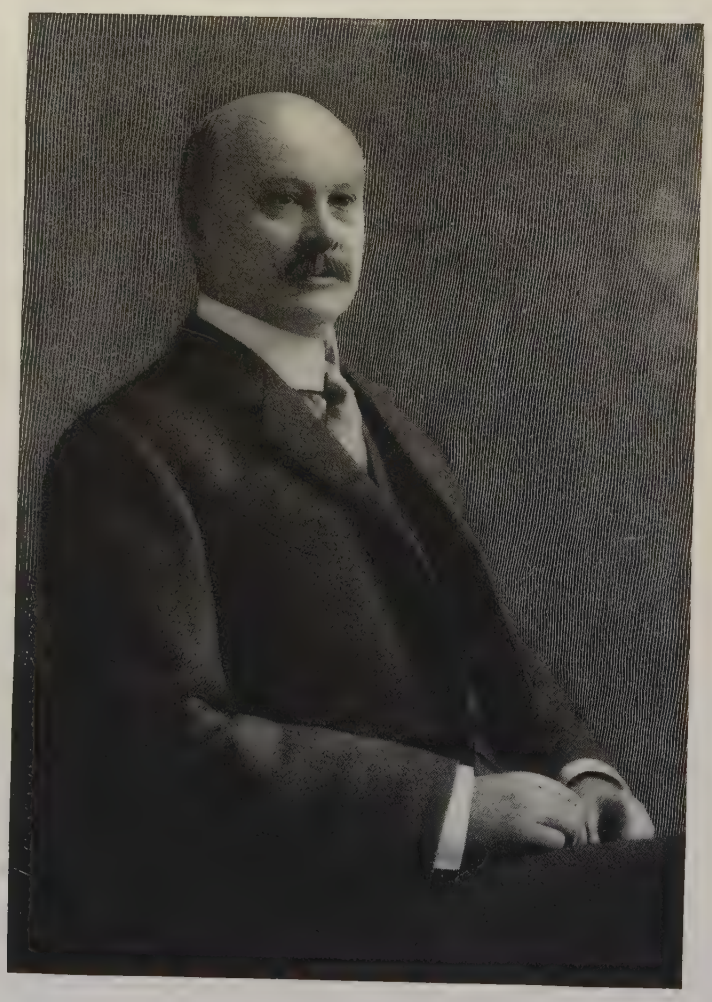
ELBRIDGE GERRY SNOW, president of the Home Insurance Company, was born in Barkhamstead, Conn., January 22, 1841, being the son of Elbridge Gerry Snow and Eunice (Woodruff) Snow. His education, begun in the district and high schools, was completed in the Fort Edward (N. Y.) Institute. After his graduation he studied law, but instead of engaging in practice, he entered an insurance office in Waterbury, Conn. In 1862 he obtained a clerkship in the main office of the Home Insurance Company, in New York City, and since then his connection with the company has been continuous. He remained in the main office for nine years, then went to Boston as State agent of the company, for Massachusetts; and, while there, also became a partner in a local agency representing several of the best companies, under the firm name of Hollis & Snow.

ELBRIDGE GERRY SNOW

In 1885 Mr. Snow returned to New York City as secretary of the company, became its vice president in 1888, and since 1904 has been president of the Home Insurance Company, to which his experience and ability have been of inestimable value.

Besides being at the head of this great company, Mr. Snow is a trustee of the New York Life Insurance Company, and is a director of the North River Savings Bank and other corporations.

He is also a member of the American Museum of Natural History, and the Municipal Art Society, and several other similar associations; is a member of the Society of Mayflower Descendants, the New England Society in New York, and the Lotos, City and Underwriters' Clubs.



ELBERT HENRY GARY

PROFESSIONALLY one of the foremost American lawyers, by achievement the premier figure in the movement toward the consolidation and more perfect organization of great industries, and officially the head and executive of the world's greatest corporation, Judge Elbert Henry Gary has attained a deservedly prominent place in the public eye.

He was born in Wheaton, Illinois, October 8, 1846, being a son of Erastus and Susan A. (Vallette) Gary, and on both sides of sturdy New England stock. The Wheaton public schools and Wheaton College gave him his general education, and he was graduated from the Law Department of Chicago University in 1867. Being admitted to the Bar in 1867, he was for a few years a clerk in the Cook County Courts, then engaged in practice with offices in Chicago and in his native town of Wheaton, which is twenty-five miles west of Chicago, and the county seat of Du Page County. He established there, in 1874, the Gary-Wheaton Bank, of which he has ever since been president, and as its banker and foremost lawyer was the leading citizen of Wheaton. He was three times president of the village of Wheaton, and after it was reorganized as a city, was its first mayor for two terms. He was also county judge of Du Page County, Illinois, for two terms.

As a Chicago lawyer he practised for twenty-five years, becoming a leader at that bar, and being counsel for some of the largest corporations and leading business interests. He was president of the Chicago Bar Association in 1893 and 1894. Judge Gary had much to do with the combination and reorganization of the traction interests, and with the consolidation of industries. In 1892 he consolidated several wire mills under the name of the Consolidated Steel and Wire Company, and about the same time united several plants in and around Chicago and Joliet, Illinois, under the name of the Illinois Steel Company. John W. Gates became president of those companies, in each of which Judge Gary became a director and acquired a substantial interest. In 1896 he added a large number of mills to the Consolidated Steel and Wire Company, and reorganized it as the American Steel and Wire Company. In 1898 the Illinois Steel Company interests, combining with others, represented by Eastern capitalists under the leadership of J. Pierpont Morgan, were consolidated under the name of The Federal Steel Company, up to that time the largest of American corporations, and Judge Gary was elected its president. Finally the organization of the United States Steel Corporation was effected, Judge Gary being intrusted with the negotiations which united with The Federal Steel Company, the great Carnegie interests, the American Steel and Wire Company, the American Sheet and Tin Plate Company and other "Moore" interests, besides numerous other manufacturing, shipping, railroad, coal, coke, ore and other interests composing the United States Steel Corporation, of which Judge Gary, as

chairman of the Board of Directors and chairman of the Finance Committee, is the chief officer and directing head. The charter and form of government of this corporation were drafted by Judge Gary, and have been commended as the most perfect example of organic regulation ever devised for a great corporation. The Tennessee Coal and Iron Company's large Southern interests have since been acquired, largely through Judge Gary's initiative.

In view of the predominant part in its organization, and the wise executive direction he has given to the United States Steel Corporation, it is appropriate that the Board of Directors have chosen the name "Gary" for the great industrial city they have built by Lake Michigan in Indiana.

Judge Gary is also the chairman of the Board of Directors of the Allis-Chalmers Company; and is a director of the American Bridge Company, American Land Company, American Sheet and Tin Plate Company, American Steel and Wire Company, American Steel Foundries Company, American Trust and Savings Bank, the Chicago, Bessemer and Lake Erie Railroad Company, Bullock Electric Manufacturing Company, Carnegie Steel Company, the Chicago, Lake Shore and Eastern Railway Company, Commercial National Bank of Chicago, Duluth and Iron Range Railroad Company, the Elgin, Joliet and Eastern Railway Company, Federal Steel Company, the Gary-Wheaton Bank, of Wheaton, Illinois, H. C. Frick Coke Company, Hudson and Manhattan Railroad Company, Illinois Steel Company, International Harvester Company, Lake Superior Consolidated Iron Mines, Merchants Loan and Trust Company of Chicago, Minnesota Iron Company, National Tube Company, Newburgh and South Shore Railway Company, New York Trust Company, Oliver Iron Mining Company, Phenix National Bank of Pittsburgh, Pittsburgh Steamship Company, Shelby Steel Tube Company, Union Steel Company, United States Coal and Coke Company, United States Natural Gas Company, United States Steel Products Export Company, Universal Portland Cement Company.

It is a matter of history that when the United States Steel Corporation was organized, yellow journalists and agitators prophesied the wiping out of small and independent concerns. But instead of that there has been evolved in the steel industry, since the organization of the United States Steel Corporation, greater harmony than at any previous period of the development of that industry. The interests of the corporation and of the independent companies are competitive, but not conflicting, and by meeting the heads of the independent concerns in councils of harmony Judge Gary has brought the entire steel business of the country into friendly relations. Several times he has invited the leaders in the trade to dinners to talk over the interests of the trade, and the independents have reciprocated. There has been no cut-throat price-cutting on the part of the corporation or its competitors, but there has

been greater prosperity and stability in the business than ever before; and to Judge Gary belongs the leading share of credit for creating these conditions.

In no instance have his abilities as a diplomat been displayed more completely than in connection with the organization of the International Harvester Company. The harvester industry was divided into fourteen companies (survivors of two hundred) fiercely contending in every farming section of this and many foreign countries for the business, with armies of salesmen, cutting prices and raising havoc with profits. The era of consolidation had fully arrived, and other industries had taken advantage of its benefits, but the competition between the harvester people had been so intense that although they met in Chicago to try to reach an agreement, it seemed that the more they talked the further they were apart. William Deering, however, made one suggestion which took root, and that was that the best way to get a workable plan was to go to New York and consult Elbert H. Gary, who had been his attorney for twenty-five years.

They all knew Judge Gary, whose achievement in connection with the organization of the Steel Corporation was then recent history. One by one they sought Mr. Gary in New York, and his advice to them was to consolidate. None of them wanted to do that, but asked him to work out a plan to stop the ruinous features of their competition. Judge Gary thought out a plan, then took the matter up with J. Pierpont Morgan, called four of the leaders to New York and finally reached terms of agreement which unified the industry and combined the thirteen principal manufacturing concerns in the line in the International Harvester Company, a most successful consolidation, with all its component companies working in harmony. There are those who consider Judge Gary's work in securing this result a greater triumph of diplomacy than even his achievements in forming the Steel Corporation.

Though a great lawyer and business executive, Judge Gary finds time for social and artistic interests, and for recreation. He is a member of the best clubs of New York and Chicago, is a collector and connoisseur of art, is President of the Illinois Society of New York and of the Automobile Club of America, and a member of the Automobile Clubs of Great Britain and Ireland, France, Germany and Italy. He makes annual vacation trips to Europe, making automobile tours to places of interest.

In Wheaton, Ill., he has erected the Gary Memorial Church, by many authorities regarded as the finest memorial church in America, in memory of his parents, and he has recently completed a $100,000 mausoleum there for their remains. He married in Aurora, Ill., June 23, 1869, Julia E. Graves, who died June 21, 1902, and by whom he has two daughters, Gertrude (wife of Dr. Harry Willis Sutcliffe) and Bertha (wife of Robert W. Campbell). He married again, in New York, December 2, 1905, Mrs. Emma T. Scott.

THE ASTOR FAMILY has for more than a century held leading place in the physical development of New York City. The founder of the family in America, John Jacob Astor, was a German, born July 17, 1763, at Waldorf, near Heidelberg. He lived and worked in his native place until he was sixteen years of age, when he went to London; in which city lived his uncle, who was a member of the firm of Astor & Braidwood, manufacturers of pianos and other musical instruments, which, under its later name of Braidwood & Company, became leader in the British piano industry. One of his brothers was employed with that firm, and Henry Astor, another brother, had emigrated to New York, whither John Jacob had decided to go as soon as he accumulated sufficient funds for the purpose. He worked in the piano factory for about four years, then went to Baltimore with a small consignment of musical instruments.

On the voyage to Baltimore Mr. Astor, in conversation with a fellow passenger, learned much about the profitableness of the fur trade—buying from Indians and frontiersmen and selling to large dealers. The field described seemed so promising that, in order to get a practical insight into the business, he came to New York, entered the service of a Quaker furrier, and after he had learned the business thoroughly established himself on Water Street, working hard at the business in his shop except when on his purchasing trips to the interior. Soon after starting for himself he went to London, where he made favorable arrangements with fur houses, and also secured from Astor & Braidwood a general agency for their pianos in America, and on his return to New York opened a wareroom; thus becoming the first in this country to engage regularly in the musical instrument trade.

The fur trade was, however, his principal activity, and he prosecuted it with such success that his leadership in the trade became undisputed in the United States; he was the chief competitor of the Hudson Bay Company in the London market. To secure further advantage for himself, to make American trade independent of the Hudson Bay monopoly, and to extend civilization through the Western wilderness, he proposed to Congress, in 1809, a national scheme to establish a chain of trading posts from the Great Lakes to the Pacific Coast; to buy one of the Sandwich Islands, and establish a line of vessels between a Pacific port and China and India. Two expeditions were sent, one by land and one by sea, to establish relations of amity with the Pacific Coast Indians; but Congress pursued the plan no further, because the War of 1812 occupied the national attention and took all the resources of the government. The settlement of Astoria had, however, been founded in 1811, and Mr. Astor continued his operations without government aid; but did not succeed in his plan to establish settlements in the Northwest. As an expansionist he was forty years ahead of his time. While his immediate purpose was

not accomplished, Mr. Astor's efforts promoted the patriotic feeling which afterward resulted in securing for the United States the control of the valuable region at the mouth of the Columbia River, claimed by Great Britain. Washington Irving wrote his famous work, Astoria, largely from documents which Mr. Astor furnished.

His trading post, Astoria, was personally located by him at the mouth of the Columbia River. He visited the Indian tribes and gained their friendship. He had hoped by these means to open the way for the peaceful acquisition, by the United States, of the entire Oregon country. But the hostility of the Hudson Bay Company, which would not of itself have frustrated his plans, was reinforced, by the action of his agent, who, at the first approach of a British war-ship, dismissed Mr. Astor's Indian allies, struck his flag and surrendered the post.

He organized The American Fur Company, which built up an international trade. Its sales in New York City attracted buyers from all civilized countries, and its export business grew so large that he employed ships of his own, which carried furs to Europe and brought back heavy cargoes of foreign merchandise.

He succeeded in establishing a large trade with Asiatic countries, especially China, and in many other ways displayed unequalled business ability. He invested in government securities during the war period, when they were selling at from sixty to seventy cents on the dollar, and doubled his money on the investment after the war was over. He made many sagacious investments in real estate in the places which he deemed most clearly in the line of future expansion of the city, the development of which vindicated and approved his judgment. As the city grew he built many structures which were the handsomest of their time. He was never a real estate speculator, buying at a low price to sell at a higher one, but always an investor who bought and improved for permanent income. He became the wealthiest man of his time, and was a citizen of public spirit as well as a successful business man. He fell in with and amplified the proposition of Washington Irving for the establishing of a public library for New York, and in his will left $400,000 for the founding of the Astor Library; which was carried out by his son, William B. Astor. He also made many gifts to charitable institutions in his lifetime and by bequest in his will. The estate left by him was estimated at twenty million dollars at the time of his death, March 29, 1848.

He married, in New York, in 1785, Sarah Todd, and had three sons and four daughters. Two of the sons and two daughters died without issue. The other daughters, who married, were provided for by their father in his lifetime, and his only surviving son, William B. Astor, was made sole heir on the death of his father, in 1848.

THE fourth child and second son of John Jacob Astor, who after his death became his heir, was William B. Astor, born in New York, September 10, 1792. He attended the public schools until 1808, then went to Heidelberg for two years, and after that was a student in Göttingen. After leaving the university he traveled in the Old World until 1815, when he returned to New York.

In that year his father began his successful career in the China trade, in which the son became a partner, the firm remaining John Jacob Astor & Son until 1827, when they retired from that business. The American Fur Company was then formed, with William B. Astor as president, and both he and his father were active for several years in that very successful business, but afterward withdrew from that and all other commercial activities, the affairs of the Astor Estate engaging his entire attention.

Mr. Astor, like his father, had a farseeing vision of the future growth of the city of New York, and was a large buyer of real estate in the region below Central Park from Fourth to Seventh Avenues; and even in his own lifetime was rewarded by a large and rapid increase in values. His uncle, Henry Astor, had left him a fortune of $500,000, and his father had made him a present of the Astor House property, and he was himself a wealthy man when, in 1848, the death of his father made him the richest man in New York. From 1860 onward he devoted his attention largely to the improvement of his property by building; and in a few years was the owner of hundreds of houses, mostly of the first class. He was also extensively interested in railroad, coal and insurance corporations, his investments outside of land being of the most conservative character.

He added largely to the bequest of his father to the Astor Library, to which he devoted much attention, and to which his total gifts amounted to more than a half million dollars. His estate at the time of his death, November 24, 1875, amounted to $45,000,000; which he divided between his two sons, John Jacob and William Astor, giving them a life interest in the residuary estate, which descended to their children.

He married, in 1818, Margaret Rebecca Armstrong, and had seven children: Emily, John Jacob, Laura, Mary Alida, William, Henry and Sarah. Of these, Sarah died in infancy, and Laura and Henry died without issue. Emily married Samuel Ward and had one daughter, who married John Winthrop Chanler and had eight children; and Mary Alida Astor married John Carey and had three children.

John Jacob Astor, son of William B. Astor, and heir to half of his estate, was born in 1822, and died in 1890, leaving one son, William Waldorf Astor, born March 31, 1848, who, after having been United States Minister to Italy from 1882 to 1885, removed to England, where he now resides.

WILLIAM ASTOR, son of William B. and Margaret Rebecca (Armstrong) Astor, and grandson of John Jacob Astor, was born in New York City, June 12, 1829, in the old Astor Mansion on Lafayette Place, adjoining the Astor Library. He was graduated from Columbia College in the Class of 1849, being then only twenty years of age. He was one of the most popular men of his day in that college, entered fully into the college spirit, and was proficient and enthusiastic in athletic affairs. After his graduation from Columbia, he went on a long foreign tour in Europe, Egypt, and the Orient. He profited much from his travels and was especially impressed by what he saw in the Orient. As a result of this visit he retained, throughout his life, an active interest in Oriental art and literature.

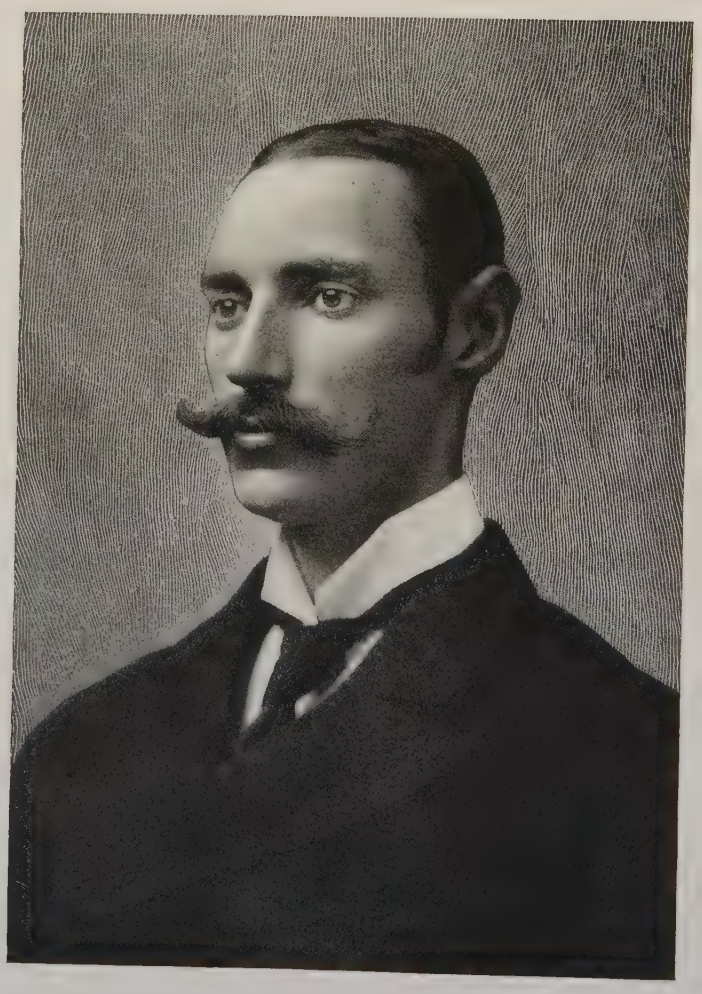
He entered his father's office as assistant manager of the family's estate in houses and lands in New York and elsewhere, and after the death of his father, in 1875, when half of the estate became his own by inheritance, he greatly added to his holdings.

Mr. Astor was fond of country life, and to gratify his taste in that direction he created an extensive and beautiful estate at Ferncliff, where he had a farm of great productiveness and high cultivation. He built a railroad from Saint Augustine to Palatka, in Florida, in 1875, and constructed several blocks in Jacksonville, Florida, and for his services to that State was given a grant of eighty thousand acres of land.

Mr. Astor was a yachtsman of distinction. His first yacht, the Ambassadress, was probably the largest and finest sailing yacht ever launched, and he made many voyoges in her. In 1884 he had built for him the steam yacht Nourmahal, which was one of the finest of its day; and he also owned other yachts, including the sailing yacht Atalanta, which won the Cape May and Kane cups. He was also fond of horses, and owned many fine animals.

Under his management the Astor Estate was greatly enlarged and improved, and he possessed to the full the Astor faculty for correct judgment in land purchases. He died in Paris, April 25, 1892.

Mr. Astor married in New York, September 20, 1853, Caroline, daughter of Abraham Schermerhorn, a member of one of the oldest and most distinguished families in the city. The children of that union were four daughters and one son, John Jacob Astor, the present head of the family. Of the daughters, Emily Astor was married in 1876 to James J. van Alen of Newport, Rhode Island, and died in 1881. Helen Astor was married in 1878 to James Roosevelt Roosevelt, and died in 1893; Charlotte Augusta Astor was married first, in 1879, to J. Coleman Drayton, and second, in 1896, to George Ogilvy Haig; and Caroline Schermerhorn Astor was married, in 1884, to Marshall Orme Wilson.



COLONEL JOHN JACOB ASTOR

THE present head of the Astor family is Colonel John Jacob Astor, who was born at his father's estate at Ferncliff, near Rhinebeck-on-the-Hudson, July 13, 1864, son of William and Caroline (Schermerhorn) Astor. Besides his Astor ancestry, which is of German origin, he is descended from Oloff Stevensen van Cortlandt, who was the first city treasurer of New Amsterdam when that office was created in 1657, was afterward burgomaster of that city and was a member of the first Board of Aldermen of New York, appointed by Governor Nicolls of New York in 1665; from Colonel John Armstrong, one of the heroes of the French and Indian Wars; and from Robert Livingston, who came to New York in 1674, and received in 1686 a royal grant for the famous Livingston Manor, comprising more than 160,000 acres in Columbia and Dutchess Counties, New York.

Colonel Astor received his education in St. Paul's School, Concord, and at Harvard University, being graduated in the Class of 1888, and afterward spent considerable time in travel. He then devoted his attention to business, becoming acquainted with the details of management of the great Astor Estate. Since the death of his father in 1892, he has continued to maintain executive supervision over the estate upon the principles which have through four generations controlled the administrative policy of the Astors, who for a hundred years have been buyers and improvers, but seldom sellers, of city property. Colonel Astor has placed upon his properties many of the finest hotels, business properties, and residences in the city, to the symmetry and adornment of which he has been one of the foremost contributors. He has been especially a leader in the building of hotels; the first step made by him in this direction being the erection of the Astoria, adjoining the Waldorf, which now, consolidated in management as the Waldorf-Astoria, enjoys world-wide fame. He also built the St. Regis and the Knickerbocker.

He was appointed a member of the staff of Governor Levi P. Morton, and served with ability; and later, when the Spanish-American War was declared, entered upon active military service. The day after war was proclaimed, he offered his services to President McKinley, in any capacity; and he also tendered to the government the free use of his steam yacht, the Nourmahal. The President declined the yacht as not exactly suited to the government's needs, but gladly accepted the offer of personal service, and he was appointed inspector general of United States Volunteers, with the rank of lieutenant colonel, for which his previous experience on Governor Morton's staff admirably qualified him. He was ordered to Tampa and Cuba with the first Army of Invasion. In the resulting campaign, and at the battles and siege of Santiago, he served with such efficiency that he was recommended for promotion by his chief, General Shafter. After the surrender of Santiago he was sent to Washington as bearer of important dispatches and other docu-

ments to the President. When he was discharged from the army in November, 1898, it was with the brevet rank of colonel, conferred upon him "for faithful and meritorious service."

Another most notable and patriotic service on the part of Colonel Astor, was the recruiting, equipping and giving to the government, of the famous Astor Battery of light artillery, the offer of which was officially accepted by the government May 26, 1898. Recruiting actively followed, and drill began May 30, and the following day the battery was complete with one hundred and two men and six twelve-pound Hotchkiss guns, imported from France at a cost to Colonel Astor of one hundred thousand dollars. After a season of drilling, the battery was sent, via San Francisco, to Manila, arriving in time to take part in the final capture of that city, August 13, 1898.

Colonel Astor's scientific education at Harvard has been followed up into practical lines of usefulness, and he has designed many inventions and improvements of great utility, which he has patented, the origination of which reveals the completeness of his engineering attainments. One of the earliest of these inventions was his Pneumatic Road Improver, invented in 1892, which received a first prize at the World's Columbian Exposition, in Chicago, in 1893. This machine is designed to facilitate the thorough and rapid removal of worn-out material, or detritus, from the roadbed by either blowing it into the bushes or over the fences at the side of the road, or laying it in windrows where it may be conveniently removed, as desired.

Another useful invention of Colonel Astor's is a brake for use on bicycles having solid tires. This brake is shaped like a fork with flat prongs, and is so designed that, with undiminished grip, it adapts itself to the changing shape of the tire as it becomes worn.

In 1902 Colonel Astor patented a marine turbine engine, which he gave to the public in November of that year. The turbine is shaped like a funnel, and comprises an outer shell or drum and an inner shaft running axially through it, these parts being relatively rotatable and each having oppositely-set spiral blades. It differs from the ordinary type of turbine in that it has no stationary parts other than the journals and foundation frames to carry it. The casing of the turbine revolves as well as the shaft, but in an opposite direction. This arrangement gives two tandem propellers. The spinning motion given to the water by the first propeller is neutralized by the second, so that but little power is wasted in imparting a rotary motion to the water, which, except for its backward motion, is left perfectly still. The invention corrects the disadvantage of the extremely high speed required in other turbines, reducing by one-half the speed at which the propellers are whirled without reducing the power at the propellers, with a theoretical gain in its efficiency. The turbine is also greatly reduced both in weight and size.

A recent and important invention of Colonel Astor's is the Vibratory Disintegrator. The enormous peat deposits which are to be found in the temperate zone have presented a most baffling problem to the inventor. Peat is a valuable fuel, but the large amount of water it contains renders it necessary to subject it to a drying process so complicated and expensive that it cannot always successfully compete with coal. For that reason the attempt has been made, notably in Sweden, to manufacture producer gas from the peat. On the whole, the results obtained, although encouraging, have not been brilliantly successful. Still this method of utilizing peat for power commends itself to the engineer because of the enormous amount of gas occluded in peat, and because of its poor heat-conducting qualities, as a result of which a portion of the peat can be burned without unduly heating other portions. This problem of practically utilizing peat bogs commercially by generating producer gas has been taken up by Colonel Astor. He has devised what he terms a vibratory disintegrator, an invention which utilizes the expansive force of the occluded air and gas to disrupt the peat so that it may be thoroughly and uniformly heated, as well as the vibrations of a gas engine, which is driven by the very producer gas generated from the peat. The disintegrating or disrupting effect is attained by means of a novel gas-engine muffler placed within the gas producer. The sides of the muffler are so thin that they can be distended and drawn inwardly in response to variations in pressure within the muffler. In order that this relative movement of the opposite sides may be facilitated, the muffler edges are fluted or accordion-plaited. The exhaust gases from the engine cylinder are discharged into the muffler to extend its sides. When they escape from the muffler the sides contract. These successive expansions and contractions of the muffler walls are communicated to the gas within the gas producer, and likewise the gas occluded in the pores and interstices of the peat. Hence the peat is disrupted and broken up. In order to assist in this disrupting effect the peat chamber of the producer is supported from the gas-engine frame, so that the jarring and vibration of the engine is transmitted to the peat. The burned residue left in the producer can be utilized as a fertilizer. Besides devising a method of extracting a power gas from peat, Colonel Astor has invented, incidentally, a method of utilizing its fertilizing principle. He has given the patents covering this device to the public.

Colonel Astor's latest invention is a steamship chair. It is a simple device by means of which a chair may be held firmly to the floor, no matter how much the ship pitches, and yet may be easily released and moved about, enabling its occupant to place the chair at any desired distance from a table, thus eliminating the discomfort often experienced by travelers who find the ordinary steamship chair, which is rigidly screwed to the floor, either too near

or too far from the table. The scheme involves the use of a vacuum cup beneath the chair, so mounted that it may be pressed into engagement with the deck or floor to hold the chair by suction, or the vacuum may be broken, the cup lifted, and the chair released.

Besides these thoroughly utilitarian results of his scientific knowledge and inventive ability, Colonel Astor has made personal researches in speculative science, including astronomy and celestial mechanics; his wide reading in those sciences being made strongly apparent in his book which was published in 1894, and entitled, A Journey in Other Worlds; A Romance of the Future; a work of fiction based on science, dealing with suppositious life upon the planets Saturn and Jupiter. The literary merit of this volume secured for Colonel Astor election to the Authors' Club.

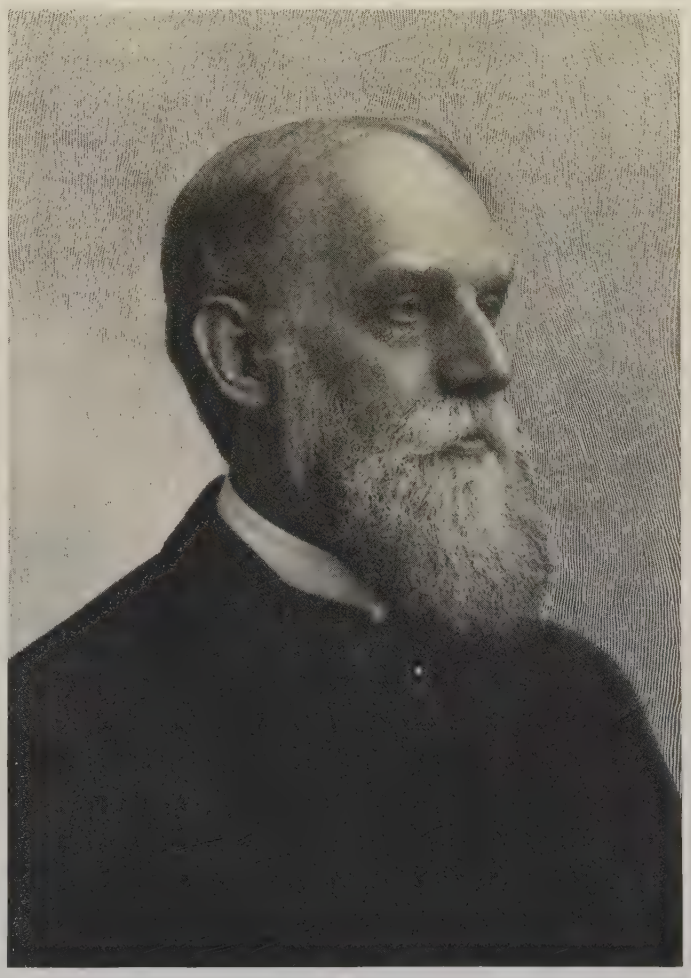
Colonel Astor is a director of the Astor Trust Company, Illinois Central Railroad Company, Mercantile Trust Company, National Park Bank, Plaza Bank, Niagara Falls Power Company, Western Union Telegraph Company, Long Island Motor Parkway (Inc.), Niagara Junction Railway Company, Niagara Development Company, and Chicago, St. Louis and New Orleans Railroad Company; trustee of the Title Guarantee and Trust Company, New York Life Insurance and Trust Company, and Hudson-Fulton Celebration Commission; member of the Board of Managers of The Delaware and Hudson Company; Board of Governors of the Automobile Club of America, Turf and Field Club, Newport Casino, and Board of Founders of The New Theatre.

He is well known as a yachtsman, having made cruises in all parts of the world; and he is also fond of motoring and tennis. His club and society memberships include The Metropolitan Club, Union Club, Knickerbocker Club, City Club, Army and Navy Club, Automobile Club of America, Authors' Club, The Pilgrims, Church Club, Delta Phi Fraternity, The Strollers, the Pen Club, The Press Club, The Graduates' Association, New York Yacht Club, Racquet and Tennis Club, Turf and Field Club, City Lunch Club, City Midday Club, Down Town Association, Transportation Club, Railroad Club of New York, Riding Club, Brook Club, Tuxedo Club, Country Club, Westchester Polo Club, Aëro Club, Newport Golf Club, Travellers' Club of Paris, Cocoa Tree Club of London, Society of Colonial Wars, Military Order of Foreign Wars, Chamber of Commerce, American Geographical Society, New York Zoological Society, New York Botanical Garden, Metropolitan Museum of Art, American Museum of Natural History, New York Academy of Sciences.

He maintains, besides his town house on Fifth Avenue, the beautiful estate of Ferncliff, at Rhinebeck-on-the-Hudson, at which he was born.

He married, in Philadelphia, February 17, 1891, Ava L. Willing, and has two children: William Vincent and Ava Alice Muriel.

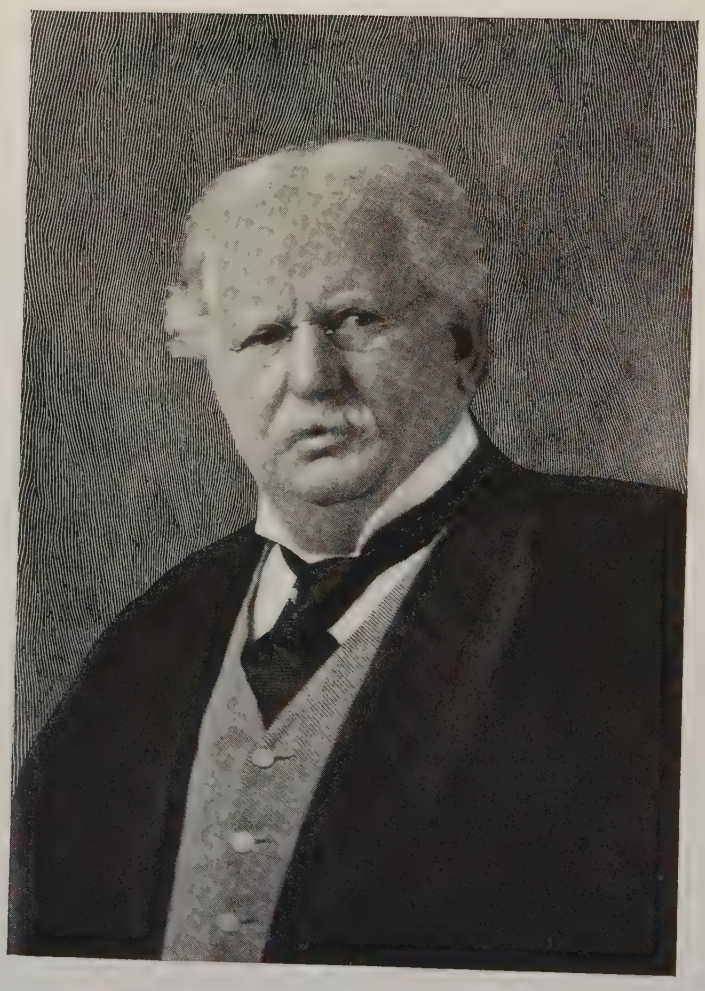
CORNELIUS DU BOIS, insurance broker, was born in New York, March 27, 1851, his father being Cornelius Du Bois, merchant, and his mother, Mary Ann (Delafield) Du Bois, was distinguished as the founder of the Nursery and Child's Hospital and originator of its Annual Charity Ball. His family, originally of Lille, France, being persecuted as Huguenots, fled to Leyden, Holland, whence his ancestor, Jacques Du Bois came to New York in 1654. His grandfather, Cornelius Du Bois, was director or officer in thirteen prominent corporations and charitable organizations, and his maternal grandfather, John Delafield, was president of the Phenix Bank and treasurer of the New York Historical Society and New York State Agricultural Society.



CORNELIUS DU BOIS

Mr. Du Bois attended Churchill's Military Academy, Ossining, New York, Columbia Grammar School, New York City, and the University of Leipzig, Germany. In 1872, with J. Sutherland Irving, he established the insurance brokerage firm of Du Bois & Irving, which consolidated, May 1, 1874, with Irving & Frank, as Irving, Frank & Du Bois, who became United States managers for the Phœnix Assurance Company. Later they separated, Mr. Irving taking the underwriting part, while Emil H. Frank and Mr. Du Bois formed the insurance brokerage firm of Frank & Du Bois, specialists in the insuring of railway property.

Mr. Du Bois is a member of the Holland Society, St. Nicholas Society, and Down Town Association. He married, April 22, 1874, Katharine B. Reading. They have had eight children, of whom five are living.



THEODORE NEWTON VAIL

THEODORE NEWTON VAIL, president of the American Telephone and Telegraph Company, and head of the entire Bell Telephone system of the country, was born in Carroll County, Ohio, July 16, 1845, the son of Davis and Phœbe (Quinby) Vail. He is a descendant of John Vail, the Quaker preacher, who settled in New Jersey in 1710, the Vail family becoming prominent in Morris County, New Jersey. Mr. Vail's grandfather, Lewis Vail, who was a civil engineer, went in an early day to Ohio, and became prominent in that State as a builder of canals and highways. Stephen Vail, an uncle of Theodore Newton Vail, founded the Speedwell Iron Works near Morristown, New Jersey, at which was built most of the machinery for the first steamship which crossed the Atlantic Ocean, sailing from Savannah, Georgia. In these works Samuel F. B. Morse perfected and first successfully operated the magnetic telegraph. Stephen Vail and his sons supplied Morse with the money, and Alfred Vail, being the mechanical genius of the combination, contributed the machinery for the telegraph instrument, his mechanical ingenuity giving concrete form to the scientific theory of telegraphy which Morse had invented. It was Alfred Vail also, who devised the Dot and Dash Alphabet, which under the name of the Morse Alphabet has ever since been used in telegraphing.

Davis Vail, son of Lewis Vail and father of Theodore Newton Vail, was born in Ohio, but at an early age went to New Jersey and became connected with the Speedwell Iron Works. He married and afterward went back to Ohio for some years, during which time his son, Theodore Newton, was born. When the boy was about four years old, Davis Vail returned to New Jersey and resumed his connection with the Speedwell Iron Works until 1866, when he removed to Iowa and engaged in farming upon an extensive scale.

On his mother's side, Theodore Newton Vail is connected with the prominent Quinby family of Morris County, New Jersey, his mother being the daughter of Judge Isaac Quinby of that county, and a sister of General Quinby, who was graduated at West Point and became distinguished as a mathematician, was professor of mathematics in Rochester University, and was a general in the Civil War; and also sister of the doctors, William and Augustus Quinby. She was also connected with the DeHart family of Elizabeth, who were prominent in the early struggles between the Colonies and the English.

Theodore Newton Vail received a thorough education in the old academy at Morristown, New Jersey, and after leaving school read medicine with his uncle, Doctor William Quinby, for two years. During that same period he learned telegraphy in a local telegraph office, and afterwards, when his father went west to Iowa, went with him. He remained in Iowa but a year or so, and went west of the Missouri River.

The Union Pacific Railroad was then being built, and he became an agent and telegraph operator at a small station on that line until in the spring of 1869. Through the friendly offices of General Grenvile M. Dodge, chief engineer of the Union Pacific, he received appointment as a clerk in the Railway Mail Service, which was then in a very crude state of organization. At that time mail was not distributed on the cars, as it is now, but was gathered up and carried on to certain large post offices, where it was assorted and from there forwarded. This involved much delay, and the scheme of sorting the mail on the cars was begun, but each clerk was left to choose his own way of distribution. When railway clerks met they would discuss the question of methods, and Mr. Vail, for his own convenience, made a special study of the question of distribution and dispatch of the mails, and he made a map and charts of distribution for his own use and the use of others associated with him, the object being shortest and quickest routes to destination. After he had worked on this plan for some time, the authorities at Washington called him to that city and soon after he was appointed assistant superintendent of the Railway Mail Service, under George I. Bangs, who was one of the most progressive department officials ever known in Washington. The extensive political experience and acquaintance of Mr. Bangs helped him in the introduction of progressive ideas. A scientific plan for the distribution of the mail was put into operation all over the country and a practical civil service system was worked out. He took a leading part in the development of the fast Railway Mail Service, by means of which fast mail trains were given the right of way over all others. The mail was sent through from Chicago to New York in twenty-four hours. Its time has since been reduced to eighteen hours. In 1876 Mr. Vail was appointed general superintendent, although the youngest of the officers with the Railway Mail Service; this advancement to the highest position in the service being due to his demonstrated ability as an organizer. He strengthened the Civil Service idea established by Mr. Bangs, his predecessor in the office, and his service to the government in this office was of great value in establishing the railway mail system of this country in the high place it occupies in the confidence of the business world and the general public.

Mr. Vail, in his position as general superintendent of the Railway Mail Service, had gone as far in that direction as he could go without becoming an active politician, which he was not inclined to do, so in 1878 he had made up his mind to leave the service, and it happened that at that time Gardner G. Hubbard, a prominent lawyer of Boston and Washington, who was the father-in-law of Alexander Graham Bell, the inventor of the telephone, asked Mr. Vail to take the place of general manager of the American Bell Telephone Company, the telephone being then of recent invention. Mr. Vail had

been interested in the experiments which were being made with the telephone from its first public tests in the Centennial Exhibition at Philadelphia in 1876, and was one of the few who believed that it had practical utility and could be made a commercial success, while nearly all of the rest of the world made light of the invention as a mere scientific toy. When Mr. Vail accepted the position as general manager of the American Bell Telephone Company, he found it a hard task to convince the public that it could be really used to talk over as a business or social convenience. He worked against many obstacles in putting the telephone on a permanent basis, devising the plan under which it has ever since been operated, and the relation of the local to the parent companies, and in nine years had put the business on a sound and substantial basis. At first it was thought that the telephone was only good for local purposes, but Mr. Vail established the long-distance telephone, not only in the face of general opinion that it would be a failure, but even over the opposition of his own associates in the company, and it was also Mr. Vail who introduced the use of copper wire on telephone and telegraph lines, inducing Mr. Mason, of Bridgeport, to experiment in drawing copper wire in such a way as to impart to it the strength necessary to withstand the stretching from pole to pole. During his management of the American Bell Telephone Company, Mr. Vail had added to his burdens that of a fierce litigation established by the Western Union Telegraph Company, which denied that Bell was the inventor of the telephone. A settlement was afterward reached in which the Western Union Telegraph Company conceded practically every point of importance. By 1884 he had established the business on a sound basis and secured national recognition of the telephone as an institution of great present value and greater future possibilities. He had organized local companies in the principal cities, all related to the general system, and had established the means of working connection between them all by inaugurating the first long-distance telephone system in 1884. He was president of the Bell Telephone Company of New York from 1885 to 1890, having organized this company in 1878. He resigned his position as general manager of the parent company and retired from the telephone business.

While he was at the head of the telephone business in Boston he had established a small farm near by, and when he left the telephone company he bought a farm of fifteen hundred acres in Vermont and established the Speedwell Farms and engaged in the raising of French coach horses, Welsh ponies, Jersey cattle, and Shropshire and Dorset horned sheep. Mr. Vail is still a farmer, but found it impossible to confine himself entirely to the farm. He spent much time abroad, and in 1893 he made a trip to South America, where he became very much impressed with the Argentine Republic and its opportunities, and the need of that country for development of its resources. He

obtained the government concession for building, near Cordoba, an electrical station to generate current which, carried by wires to the neighboring city, turns the machinery of factories, furnishes the city with light and supplies the power for its street railway. He bought a horse-car line in Buenos Ayres, organized a company, converted it into a trolley line, equipped it with the best cars that could be built in the United States, made it one of the finest of modern street railways, buying out all competing lines and extending the facilities of the road so as to cover completely the Argentine capital city. The company owning the road was organized as a British corporation, and Mr. Vail had his headquarters in London, but after he had the company in thorough working order, so that his personal work did not seem to be further needed to keep the enterprise in proper condition, he retired from the company's activities in 1904 and returned to his farm at Lyndon, Vermont, which had grown by accretions until it comprised four thousand acres.

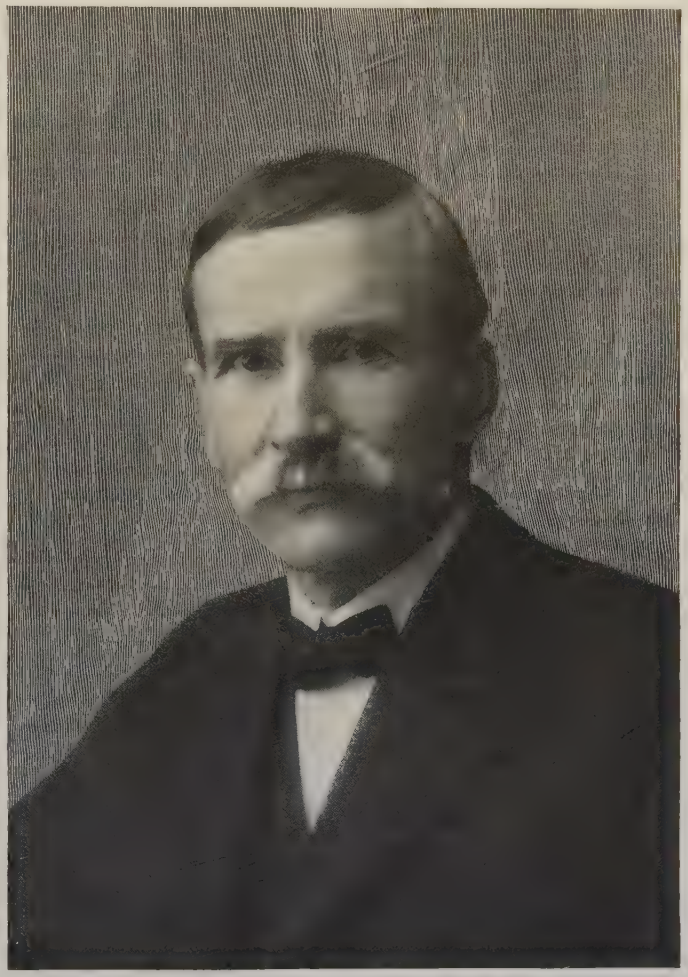
Back in the early days, soon after he entered the Railway Mail Service as a clerk, he married, in August 1869, Miss Emma Righter, of Newark, New Jersey, with whom he led an ideal married life, during all the period of his working up to the success of his remarkable career, and they had a son, Davis R. Vail, a young lawyer of much promise. In 1905 the great sorrow of Mr. Vail's life came to him in the loss of both his wife and son. With this loss the incentives of a life of leisure disappeared, and he was induced to enter again the activities of the telephone field. In 1907 he took the presidency of the American Telephone and Telegraph Company, the central organization with which are affiliated the thirty Bell companies that operate the local service of their respective sections of the country, and under his supervision there has been a large extension of the long-distance service and many improvements in the fitting of the company for prompt response to the constantly enlarging demands upon its facilities.

Mr. Vail divides his time between the executive offices of his company in Boston, its New York headquarters, and his Vermont farm. He is a member of the leading clubs of New York and Boston, and lives amid the best social circles in the two cities. In 1907 he was married a second time, to Miss Mabel R. Sanderson, of Boston.

Mr. Vail possesses the ideal combination of qualities for the important position which he holds at the head of the telephone system of the country. No man knows more about the telephone as an institution; few in the country have demonstrated to an equal degree the organizing ability requisite for the conducting of so great a business enterprise, while as a financier, Mr. Vail ranks with the foremost in the country, energetic, accurate in judgment, cultivated in manner, quick of decision, broadminded. Mr. Vail represents the highest type of the American corporation executive.

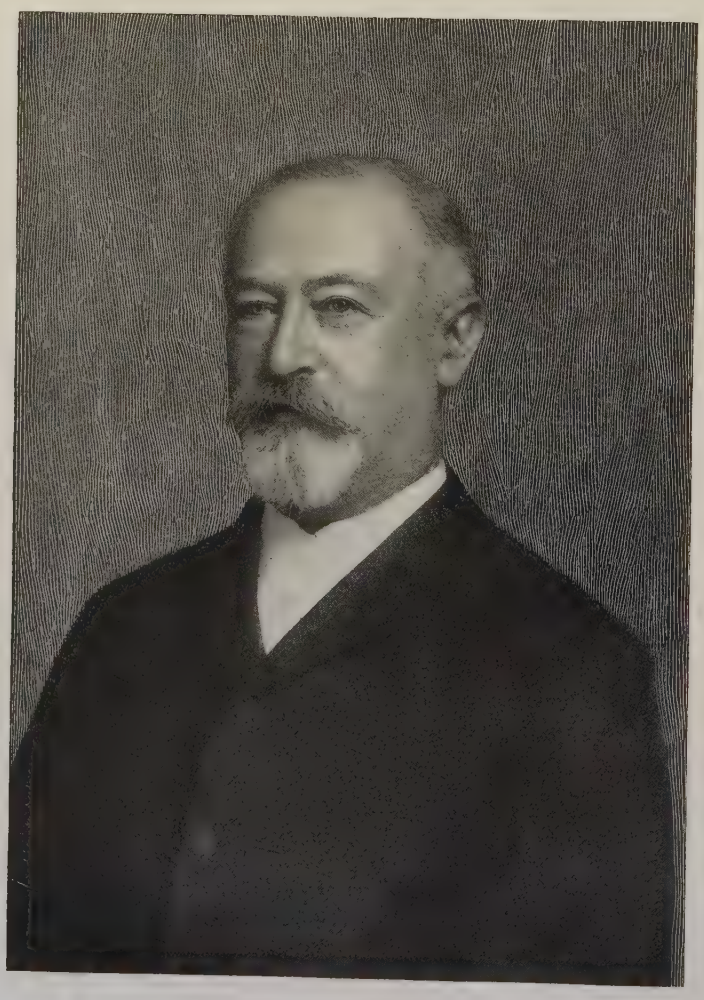
WILLIAM GOODENOW WILLCOX was born in Reading, Massachusetts, February 8, 1859, son of Rev. William Henry Willcox, D.D., and Annie (Goodenow) Willcox; and descendant of the English emigrant William Willcoxson (1635), progenitor of many prominent American families variously named Willcox, Wilcox and Wilcoxson. He was educated in the Bridgewater (Massachusetts) State Normal School.

He began in marine insurance with A. O. Willcox & Son, January 1, 1884, and from 1889 was partner in that firm and its successor, Albert Willcox & Company. Since Albert Willcox died, in August, 1906, Mr. William G. Willcox and William Y. Wemple have continued that firm as managers of the Salamandra Insurance Company of St. Petersburg. The firm's brokerage business and that of Charles E. & W. F. Peck and Walker & Hughes was taken over by the corporation of Willcox, Peck & Hughes.



WILLIAM GOODENOW WILLCOX

Mr. Willcox is a director of the Assurance Company of America and Battery Park National Bank; member Advisory Committee of the Staten Island Branch of the Corn Exchange Bank; president of the Board of Trustees of the S. R. Smith Infirmary and the Staten Island Academy; trustee of the Tuskegee Normal and Industrial Institute; treasurer of the Richmond County Society for the Prevention of Cruelty to Children; member of the Down Town Association, Staten Island and Richmond County Country Clubs. He married, at West New Brighton, S. I., May 28, 1889, Mary Otis Gay, daughter of Sydney Howard Gay, and has had five children (one now deceased).



JACOB HENRY SCHIFF

JACOB HENRY SCHIFF, distinguished as a banker, financier and philanthropist, was born in Frankfort on the Main, Germany, in 1847. He was educated in Germany, and in 1865 came to New York City.

He secured a position as a bank clerk, and after a few years of service in that capacity became partner in the firm of Budge, Schiff & Company, bankers and brokers, until 1875, when he married Therese, daughter of Solomon Loeb, then head of Kuhn, Loeb & Company, and was admitted to that firm.

The firm of Kuhn, Loeb & Company was first formed in Cincinnati, where they were for years successfully engaged in mercantile business, coming from there to New York to engage in banking. To this firm Mr. Schiff's experience and genius for banking proved a valuable asset, and it was not long before he was taking a most influential part in the management of its affairs. On the retirement of Mr. Loeb, in 1885, he became the head of the firm, which has constantly increased its importance as a factor in the financial world, with large and most influential international connections, and close relations with leading capitalists at home.

Personally, Mr. Schiff has attained great distinction as a financier, and as financial adviser to the Standard Oil group of capitalists, the Pennsylvania Railroad, the late E. H. Harriman, and other large interests, and his firm has financed many of the most important and extensive financial operations. This firm took the leading part in the financing and management of the organization of the Union Pacific Railway, in 1897, beginning with the purchase of that railroad from the government, and the subsequent measures by which control of the Southern Pacific and other important railroads was acquired, and has been a participant in nearly all of the greater financial activities of national or international importance. One of the most notable of these great operations of the firm was the placing of the large Japanese loan in this country during the war with Russia, in which the firm achieved a signal success.

Mr. Schiff has in recent years resigned most of his directorates in favor of his younger partners, but is still a director of the National City Bank, National Bank of Commerce, Bond and Mortgage Guarantee Company, Western Union Telegraph Company, Woodbine Land and Improvement Company, and various other corporations. He is a member and vice president of the Chamber of Commerce.

Since the Japanese-Russian War, Mr. Schiff has been actively identified with important financial operations in the Orient, and has made a close study of the financial and commercial policies of the various nations connected with the question of the open door in China and the developments in Manchuria and Korea resulting from the recent war. He has paid an extended visit to Japan and observed conditions closely, so that his opinion on Far-Eastern subjects has great weight in the country at large as well as in financial circles.

Therefore an address by him before the Republican Club of New York in March, 1910, aroused great interest throughout this country and abroad, and much comment, favorable and unfavorable, according to the affiliations and sympathies of the writers; but all recognized the fact that Mr. Schiff's views were backed by the authority of intimate knowledge of his subject and perfect sincerity of opinion.

In political views Mr. Schiff is a Republican, but he has been influentially identified with effective nonpartisan movements for reform in the municipal government of New York. He was a prominent member of the Second Committee of Seventy, whose well-directed efforts resulted in the overthrow of the Tweed Ring, and of the Committee of Fifteen and Committee of Nine, which were both important later factors for the promotion of civic reform in the City of New York.

Educational and charitable causes have enlisted Mr. Schiff's close and efficient attention, and in the support and direction of Hebrew charities he has taken a position of especial prominence, being vice president of the Baron de Hirsch Fund and president of the Montefiore Home for Chronic Invalids. His benefactions to charities have been many, including $50,000 to the Hebrew Sheltering Home; $200,000 to be used for the purpose of establishing normal schools for the training of Jewish Sunday school teachers, one to be located in Cincinnati and one in New York City; $100,000 for a Technical College at Hafia, Palestine, besides many other gifts to orphanages, hospitals and synagogues, given with a thorough understanding of the wants of these institutions, of which he has made a sympathetic study. He was also a liberal contributor to the Galveston Relief Fund at the time of the flood there, and has led in promoting the work of the Young Men's Hebrew Association.

His interest in education is very great, and has been manifested in many substantial ways. He has shown special enthusiasm in the encouragement of the study of Semitic literature, with which he is himself thoroughly conversant. He founded the Semitic Museum at Harvard, and the Jewish Theological Seminary, New York, and gave a fund of $10,000 to the New York Public Library toward the purchase of a Semitic library. He also presented to that institution the famous Tissot collection of Old Testament paintings, valued at $37,000. He was a founder and the first treasurer of Barnard College.

Mr. Schiff is a member of the American Museum of National History, The Metropolitan Museum of Art, to which he has made valuable gifts, and the American Fine Arts Society, and is also a member of the Lawyers' and Republican Clubs of New York.

Mr. and Mrs. Schiff have their town house at 965 Fifth Avenue, and a country home at Seabright, N. J. They have two children, of whom their son, Mortimer L. Schiff, is a partner in the firm of Kuhn, Loeb & Company.

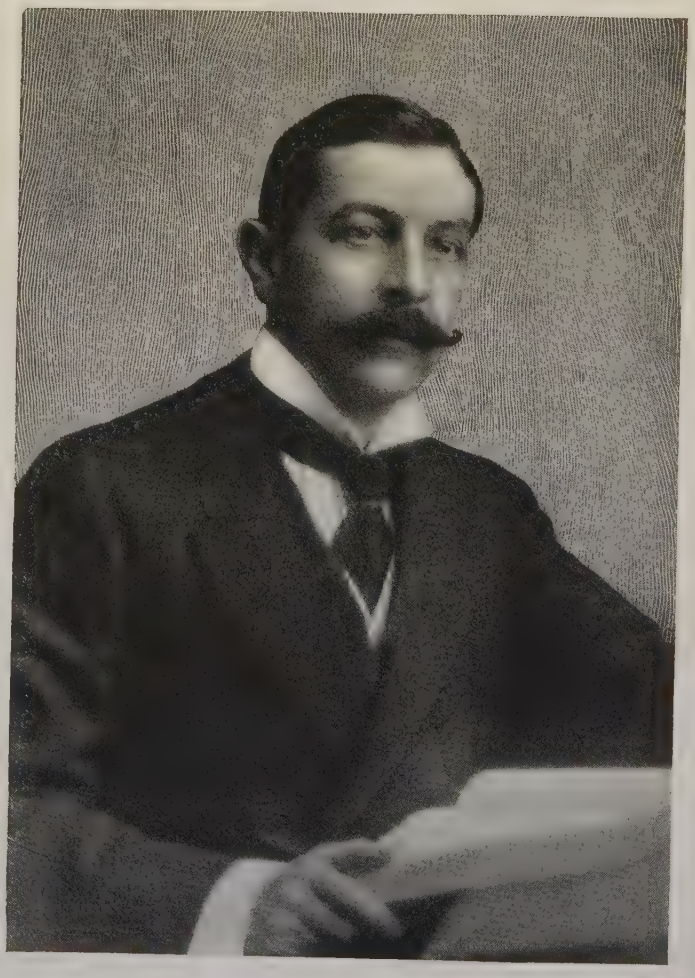
JULES SEMON BACHE, senior member of the firm of J. S. Bache & Company, bankers and brokers, was born in New York City, son of Semon Bache and Elizabeth (Van Praag) Bache.

He was educated at Charlier Institute, New York, and in Frankfort, Germany. He entered business in 1876, spending three years with his father's firm, after which he joined the banking and brokerage house of Leopold Cahn & Company. In 1892 the business was reorganized as J. S. Bache & Company, Mr. Cahn remaining as special partner for some years.

JULES SEMON BACHE

Under the able guidance of its senior the house of J. S. Bache & Company has become one of the representative banking and brokerage concerns of the country. It has memberships in the New York Stock Exchange, Philadelphia and Chicago Stock Exchanges, the New York Cotton, Coffee, and Produce Exchanges, Chicago Board of Trade, and the New Orleans and Liverpool Cotton Exchanges; and maintains branch offices at Buffalo, Rochester, Albany, Troy, Saratoga Springs, Montreal, Atlantic City and Bar Harbor. Its private wire system is most extensive and connects with the important financial centres.

Mr. Bache is a director in the National Bank of Cuba, International Banking Corporation, Empire Trust Company, New Amsterdam Casualty Company, Anniston City Land Company, Oakland Bayside Realty Company, New River Collieries Company, Matanzas Railway and Warehouse Company, and other corporations in the United States and Cuba; and is a member of the New York, Lawyers, and The Lambs Clubs, and Automobile Club of America.



JAMES SPEYER

JAMES SPEYER, head of the International Banking House of Speyer & Company, New York, is of an ancient family. The name of Spire, Spira or Speier appears in the chronicles of Frankfort on Main as early as the middle of the Fourteenth Century, and the first member of the Speyer family, of whom accurate records have been kept, and of whom Mr. James Speyer is a direct descendant, was Michael Speyer, who died in 1686. As far back as 1792, when the French general, Custine, brought three leading citizens to Mayence as hostages to guarantee the payment of a war tax, one of them was the imperial court banker, Isaac Michael Speyer.

James Speyer was born in New York City in 1861. He was educated at Frankfort on Main, and at the age of twenty-two entered the historic banking house of the family in that city, and later was in the London and Paris branches. In 1885 Mr. Speyer returned to New York and is now head of the American house of Speyer & Company, as well as a partner of Speyer Brothers, of London, and of Lazard Speyer-Ellissen, of Frankfort on Main.

Edgar, brother of Mr. James Speyer, and head of the London house of Speyer Brothers, was, in 1906, created a Baronet by King Edward VII, and in 1909 was again honored by the king by being called to the Privy Council with title of The Right Honorable Sir Edgar Speyer, Bart., P.C. Arthur von Gwinner (whose wife is the daughter of Philip Speyer, founder of Speyer & Company, and a cousin of Mr. Speyer) is a member of the Prussian House of Lords and director of the Deutsche Bank, Berlin.

The founder of the American firm of Speyer & Company, Philip Speyer, came to New York in 1837. He was joined in 1845 by his brother, Gustavus Speyer. At the beginning of the Civil War this firm was largely instrumental in opening a market for United States government bonds in Europe. The house of Speyer, with its affiliations in London, Frankfort, Amsterdam, Berlin, and Paris, is one of the foremost institutions of the financial world. It has been identified with many financial transactions of magnitude, including the refunding of the bonded debts of the Lake Shore Railroad Company; the readjustment of the Central Pacific Railroad Company's finances (carrying with it the full payment of the debt of the company to the United States Government); the reorganization of the Baltimore & Ohio Railroad Company; the readjustment of the financial affairs of the Mexican National and the Mexican Central Railway Companies; the financing of the Underground Electric Railways of London; the financing of the railways in the Island of Luzon in the Philippines, under agreement with the secretary of war of the United States; the financing a system of railways in Bolivia for the government of that Republic; the establishment of the Banco Mexicano de Comercio é Industria in the City of Mexico, and of the Société Financière Franco-Americaine of Paris, one of the first institutions in France to deal in American securi-

ties. At present Speyer & Company are more particularly the fiscal agents of the Baltimore & Ohio, the Rock Island, the St. Louis & San Francisco, and the Missouri, Kansas & Texas Railroad Companies. In 1904 the house of Speyer placed an issue of $35,000,000 Republic of Cuba 5% bonds, and again in 1909 took an issue of $16,500,000 4½% bonds; in 1904 the firm contracted for a $40,000,000 Mexican Government loan, and in 1908 for $25,000,000 Mexican Government Irrigation 4½% bonds.

Mr. James Speyer is a director of the Baltimore & Ohio Railroad Company; trustee of the Central Trust Company of New York; trustee and member Executive Committee Union Trust Company of New York; director of the Citizens' Saving and Trust Company of Cleveland; trustee German Savings Bank in the City of New York; member of Board of Managers Girard Trust Company of Philadelphia; director Bank of The Manhattan Company, Mexican Bank of Commerce and Industry, Mexico City; North British & Mercantile Insurance Company of London and Edinburgh in the United States, The North British and Mercantile Insurance Company of New York; director The Rock Island Company; vice president and director The Société Financière Franco-Americaine, Paris; trustee Title Guarantee and Trust Company, Underground Electric Railways Company of London, Limited, General Chemical Company, Corn Products Refining Company, and Lackawanna Steel Company.

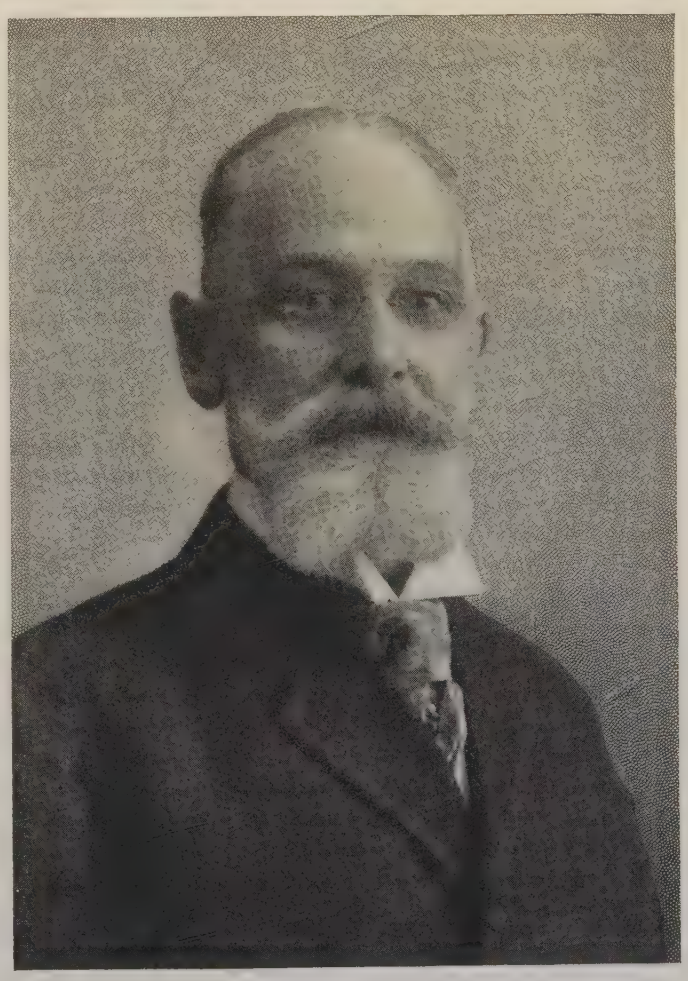
In November, 1897, Mr. Speyer married Ellin L. Lowery, nee Prince, daughter of the late John Dyneley Prince. Mr. and Mrs. Speyer are actively interested in charitable and educational affairs. Mr. Speyer is treasurer of the Provident Loan Society; trustee and chairman of Finance Committee, Teachers' College; trustee Hospital Saturday and Sunday Association; member Board of Managers Isabella Heimath; director Mount Sinai Hospital; member of Finance Committee State Charities Aid Association; director New York Peace Society; member of Executive Committee The National Civic Federation; trustee and member of the Executive Committee "The Pilgrims"; member of Council University Settlement Society. His charity knows no difference of race, creed or color. He presented Speyer School to Teachers' College, in 1902, in Mrs. Speyer's and his own name, and was the founder of the Theodore Roosevelt Professorship at the University of Berlin.

In politics Mr. Speyer is independent and nonpartisan. He was vice president and treasurer of the German-American Reform Union in the Cleveland campaign of 1892; member of the Executive Committee of Seventy (through which Tammany Hall was overthrown), and a charter member of the Citizens' Union. In 1896 he was appointed by Mayor William L. Strong a member of the Board of Education, but resigned after one year. He is a member of the City, Lotos, Manhattan, Players', Reform, Lawyers', Whist, Racquet, City Midday, and New York Yacht Clubs, and Deutscher Verein.

EDWARD EVERETT CLAPP, senior member of the prominent casualty insurance firm of E. E. Clapp & Company, comes of old colonial stock, being son of the late Justice Clapp and seventh in descent from Roger Clapp, who was first commandant of Fort Independence in Boston from 1665 to his death in 1686. Mr. Clapp was born in Holyoke, Massachusetts, January 5, 1838, residing later many years in Newburg, New York.

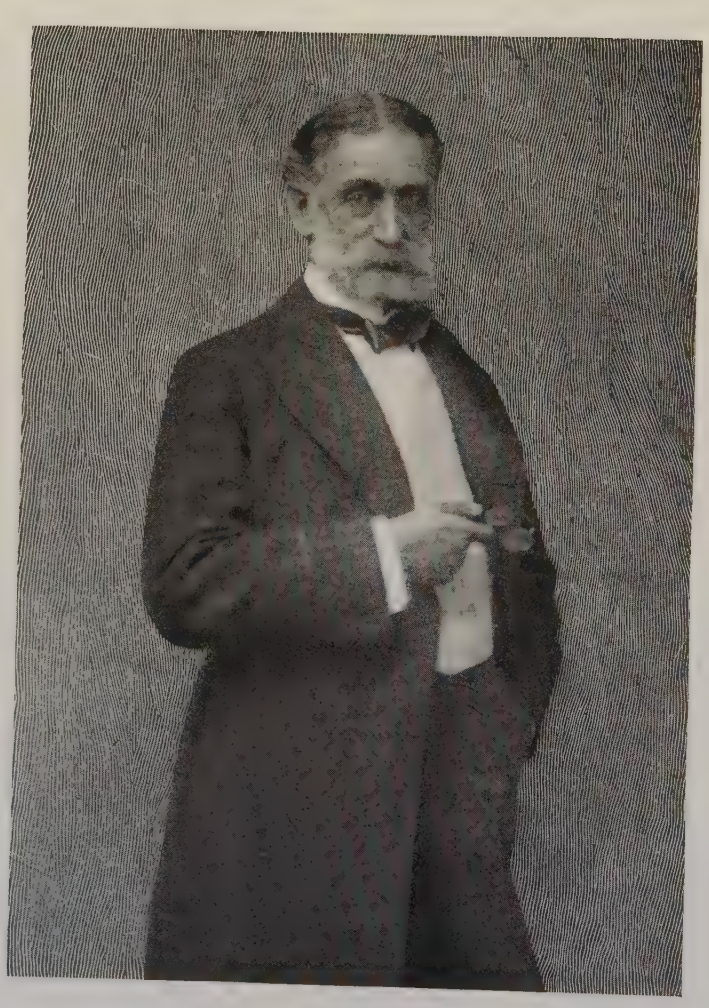
In April, 1861, he sailed for China. Our Civil War created such a demand for cotton that China commenced raising it for export, and Mr. Clapp saw his opportunity and took up this industry.

In 1875 he established in Albany an agency of twelve fire companies, one life, and The Fidelity and Casualty, and in 1881 the president of The Fidelity and Casualty persuaded him to sell his Albany interests and come to New York to develop the accident business of the company. His firm, E. E. Clapp & Company, are to-day managers for the States of New York, New Jersey, Massachusetts and Rhode Island. They do a business of one million four hundred thousand dollars, making them the largest accident and health agency in the world.



EDWARD EVERETT CLAPP

In 1864 Mr. Clapp was married to Miss Eliza B. Townsend, of Newburg, New York. Their residence is at East Orange, New Jersey. He is a member of the Union League, Chamber of Commerce, Down Town Association, Peace Society, Republican Club, Economic Club, of New York; Essex County Country Club and New England Society, of Orange; Republican Club, East Orange, and Society of Colonial Wars of New Jersey; 32° Mason.



ISAAC NEWTON SELIGMAN

ISAAC NEWTON SELIGMAN, the present head of the banking house of J. & W. Seligman, was born in New York City, July 10, 1855, son of Joseph and Babette (Steinhart) Seligman.

His father, Joseph Seligman, born at Baiersdorf, Bavaria, Germany, September 22, 1819, was graduated from the University of Erlangen in 1838. He was an excellent Greek and classical scholar, and following his graduation he took up medical and theological studies. As his ambition was for a business career, he engaged in financial and commercial pursuits in Germany until 1845, when he came to the United States.

After a period of teaching and filling a cashier's position, Mr. Seligman established himself in the mercantile business at Greensboro, Alabama, where he met with success, remaining there until about 1857, when with his brothers he united in establishing an importing business in New York City.

In 1862 Mr. Joseph Seligman and his brothers established the banking firm of J. & W. Seligman & Company, which soon became a factor of importance in the banking world, and established branches in London, Paris and Frankfort. The Seligmans were agents for the introduction of the bonds of the United States into the European, and more especially the German, markets, and the government, as a recognition of their services, made the London branch of Seligman & Company the recognized European depository for the funds of the State and Navy Departments. They also had a house in San Francisco (later consolidated with the Anglo-California Bank), and the Seligman and Hellman Bank in New Orleans, Mr. Hellman being son-in-law of Joseph Seligman. Mr. Joseph Seligman was offered, but declined, the position of secretary of the treasury in the first Grant administration. He founded the great Hebrew Orphan Asylum in New York, and was one of the organizers of the Ethical Culture Society of New York, to which he gave $70,000. He died, widely honored and deeply lamented, April 25, 1880. To him and his wife, Babette, whom he married in 1848, there were born nine children.

Isaac Newton Seligman, now head of the Seligman banking firm, was the second son. He was educated at Columbia Grammar School and graduated from Columbia College, with honors, in 1876. He was a member of the Columbia crew which won the race at Saratoga, in 1874, over the crews of Yale, Harvard and nine other colleges. He was for a long time president of the Columbia Boat Club.

Mr. Seligman began his banking career in the New Orleans branch from 1876 to 1878, then came to New York City, entering the house of J. & W. Seligman. He soon evinced a great genius for finance, and on the death of his father in 1880, he and his uncle, Jesse, succeeded to the management and has been head of the house since the death of Mr. Jesse

Seligman in 1895. The house gained control of the St. Louis and San Francisco Railway, selling it to Jay Gould; reorganized the American Steel and Wire Company, Cramp Steamship Company, and other great corporations. He is a director of the United States Savings Bank, Munich Fire Insurance Company, and Mount Morris National Bank; is a trustee of the Rossia Insurance Company and the Lincoln Trust Company.

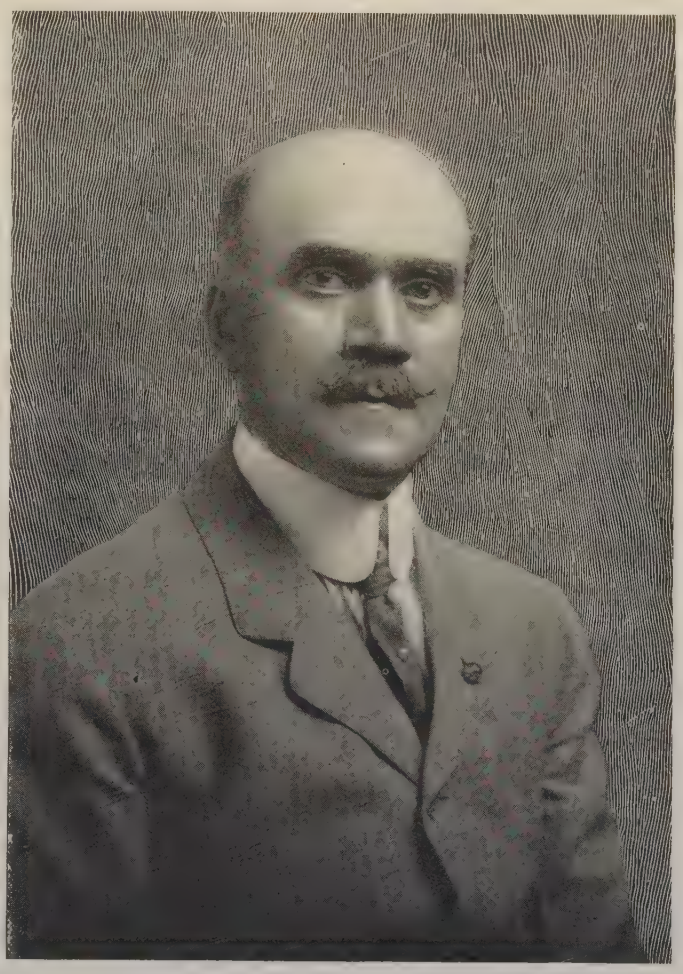
Mr. Seligman is a member of the Chamber of Commerce, and represented it in the Chamber of Commerce Celebration in London.

He has served as a member of the Republican National Finance Committee, director of the Sound Money League, chairman of the Finance Committee and the treasurer of the Citizens' Union; also as trustee of the Manhattan State Hospital for the Insane; member of the Executive Committee of the National Conference of Charities and Correction; trustee and treasurer of the City and Suburban Homes Company (model tenements); member of the Committee of Seven for the Suppression of Raines Law Hotels; member of Committee of Nine on Police Reform; trustee of the McKinley Memorial Association; trustee of the Grant Memorial Association; treasurer and member of the Executive Committee of the Hudson-Fulton Celebration Commission; treasurer and member of the Executive Committee of the Carl Schurz Memorial Committee; vice president and treasurer of the Andrew Green Memorial Committee; trustee, treasurer and member of the Finance Committee of the National Civic Federation; chairman of the Finance Committee of the Canal Association of Greater New York; trustee of the Columbia University; of the Columbia University Alumni Association; Civil Service Association, New Forest Preserve Association, the People's Institute, the Coöperative Committee on Playgrounds, etc.; has served as vice president of the Baron de Hirsh Memorial Fund, treasurer of the Waring Fund, treasurer of the American Hebrew, trustee of the United Hebrew Charities and Hebrew Charities Building (founded by his father-in-law); a trustee and treasurer of St. John's Guild, trustee and vice president of the Legal Aid Society, Civic Forum, University of Wichita, Kansas, etc.; treasurer and trustee of the Citizens' Union; trustee of the Lincoln University Endowment Fund.

He is trustee and treasurer of the City Club, and member of the Lotos, New York Athletic, National Arts, Columbia University, City Midday, Lawyers', St. Andrews, Lakewood Country, Garden City Golf and Seabright Clubs.

He married, in Frankfort, Germany, in 1883, Guta Loeb, daughter of Solomon Loeb, of the banking firm of Kuhn, Loeb & Company, and has two children: Joseph Lionel and Margaret Valentine Seligman.

LOUIS MAURICE JOSEPHTHAL, now the senior member of Josephthal, Louchheim & Company, bankers and brokers, is a native of New York, where he was born October 17, 1868, son of Moriz Josephthal, banker and merchant, and of Theresa (Wise) Josephthal. His father, born in Germany, came to this country in 1835, and his mother was born in Baltimore, Maryland. Mr. Josephthal was graduated from the College of the City of New York in 1887, as B. S. He entered business life in charge of the silk department of William Openhym & Sons, 1887 to 1896. He became a member of the New York Stock Exchange February 8, 1900; is a member of the Chicago Board of Trade, and senior member of Josephthal, Louchheim & Company.

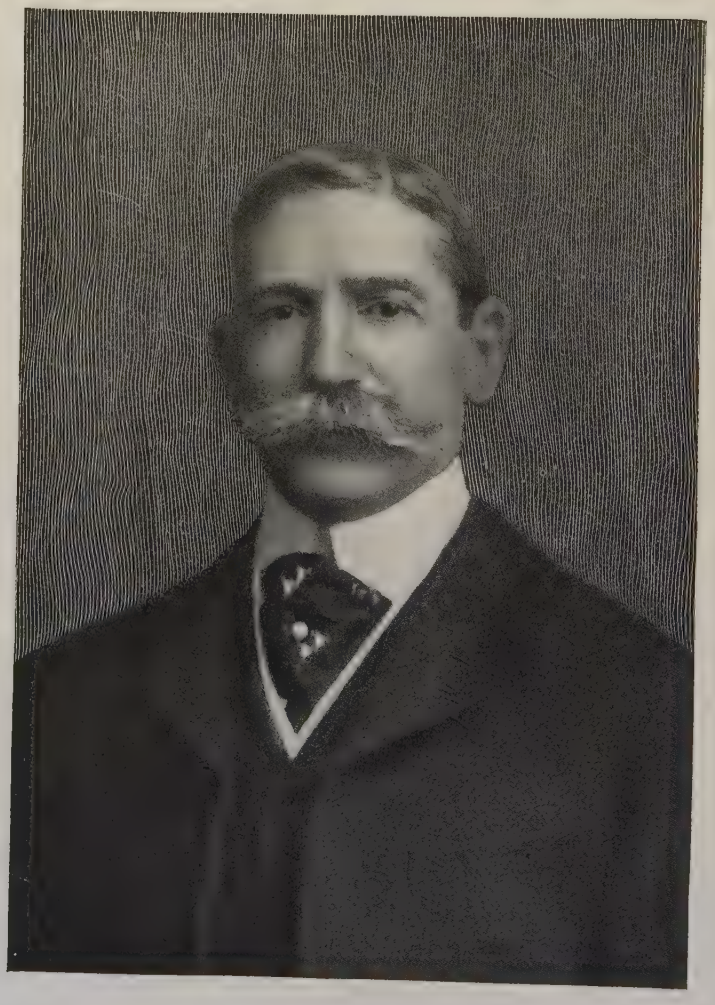


LOUIS MAURICE JOSEPHTHAL

For nearly twenty years he has served in the Naval Militia, occupying the grades of pay yeoman, assistant paymaster, and is now paymaster of the Naval Militia of New York, with the rank of lieutenant, being one of the charter members and organizers of the Naval Militia. He was paymaster of the United States ironclad Nahant in the Spanish-American War.

He was formerly secretary and director of Mount Sinai Hospital; is a member of the Phi Beta Kappa Society, Naval and Military Order of the Spanish-American War, Naval Order of the United States, Society of American Wars, Naval Reserve Association, and Army and Navy, Atlantic Yacht, and Criterion Clubs, and City Athletic Club.

He married, in New York, March 28, 1900, Edyth Guggenheim, and has two daughters: Elinor Clare, and Barbara Edyth.



WILLIAM SALOMON

WILLIAM SALOMON, one of the most distinguished representatives of international banking in New York, was born in Mobile, Alabama, October 9, 1852, the son of David and Rosalie Alice (Levy) Salomon. He is a great-grandson of Haym Salomon, of Revolutionary fame, who, coming to America in Colonial times, became a distinguished and wealthy merchant of New York. He was committed, at Lord Howe's order, to the terrible "Provost" prison, but he afterward gained his liberty, fled to Philadelphia and was one of the most valued financial supporters of the patriot cause, advancing the then colossal sum of $700,000 to the government. David Salomon, father of William Salomon, was a merchant of great distinction in Philadelphia, and later in New York.

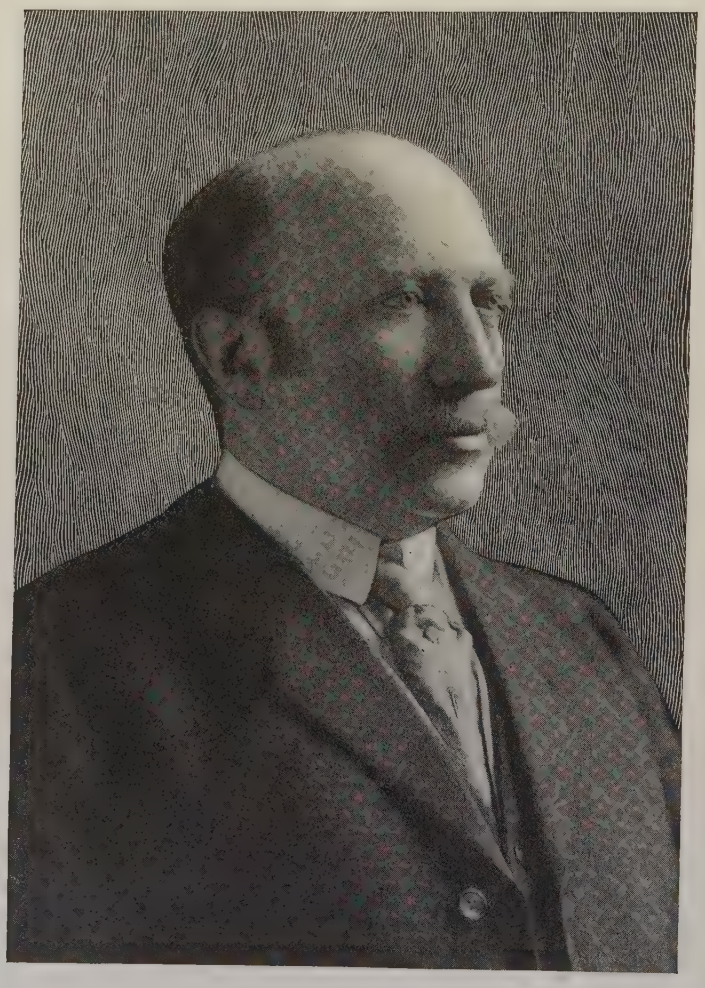
William Salomon was educated in the Columbia Grammar School, and at fifteen entered the banking house of Philip Speyer & Company (afterward Speyer & Company, of New York), a branch of the famous Speyer house of Frankfort on the Main. He was connected with the London house, known as Speyer Brothers, in 1870, and afterward went to the Frankfort house for two years, and returned to the New York house in 1872. In 1875, Ignace Schuster, resident manager in New York, being called abroad, Mr. Salomon and another young man received joint power of attorney, managing the New York house until 1878, when William B. Bonn, a partner, was given charge. In 1882, Mr. Salomon became a partner in Speyer & Company, and continued with it, having charge of many of its largest transactions, until January 1, 1899. For about three years he held the position of chairman of the Board of Directors of the Baltimore and Ohio Railroad Company. On January 1, 1902, he established his present firm of William Salomon & Company, of 25 Broad Street, New York, which has attained a position of great prominence in international banking. Mr. Salomon's partners are Alonzo Potter, Clarence McK. Lewis, Elisha Walker, Stewart Waller, and George Garr Henry.

Mr. Salomon is chairman of the Board of Directors of the Philippine Railway Company; and a director of the International Banking Corporation, Empire Trust Company, Lincoln Trust Company, Standard Trust Company, Madison Safe Deposit Company, Standard Safe Deposit Company, and the Philippine Railway Construction Company.

He has been an extensive traveler; takes great interest in works of art and antiquity; and is a writer of clear and trenchant style, who has made many contributions to periodical literature.

In 1891 he was chairman of the Finance Committee of the New York State Democracy (of which Charles S. Fairchild was chairman), which aided greatly in the nomination of Grover Cleveland for President in 1892.

Mr. Salomon married, in 1892, Helen Forbes Lewis, daughter of William McKenzie Forbes, of Tain, Ross-shire, Scotland.



ERNST THALMANN

ERNST THALMANN, senior member of the firm of Ladenburg, Thalmann & Company, bankers, was born in Mannheim, in the Grand Duchy of Baden, Germany, in 1851, the son of M. Thalmann, who was a prominent merchant of that city.

He was educated in excellent schools of his native town, and in September, 1868, came to the United States as a boy of seventeen, and he entered the employ of Greenbaum Brothers & Company, bankers and brokers, with whom he remained for six years. He then returned to Europe for one year to study financial methods and conditions there, after which time he came back to New York, and in 1876 established the banking house of Limburger & Thalmann. In 1880 Adolf Ladenburg became a partner and the firm name became Ladenburg, Thalmann & Company, and still retains that title, although there have since been some changes in the firm. The present partners are Ernst Thalmann, Benjamin S. Guinness, Walter T. Rosen, Moritz Rosenthal and Edward E. Thalmann.

The firm does a large international business as bankers and brokers, its connections extending over almost every part of the globe. It rates as one of the foremost banking concerns of the metropolis, and its individual members are men whose large experience and abilities as financiers have been gained in connection with many important financial operations, and who have gained mastery of the principles and methods of international finance in dealings with many of the foremost bankers and institutions of the world.

Besides being at the head of the banking house of Ladenburg, Thalmann & Company, Mr. Thalmann is a member of the New York Stock Exchange. He is also president and director of the United Railways Investment Company, and the Barney Estate Company; vice president of the Alliance Realty Company, and of the United States and Hayti Telegraph and Cable Company; trustee of the New York Trust Company; director of the Birmingham and Atlantic Railroad, Atlanta and Birmingham Air Line Railway, Utah Copper Company, Century Realty Company, Cumberland Corporation, Lawyers' Mortgage Company, The Mortgage-Bond Company of New York, National Railways of Mexico, Northern Alabama Coal, Iron and Railway Company, The Omaha Water Company, and the Seaboard Air Line Railway. He is also trustee in the United States for the Aachen and Munich Fire Insurance Company, Bavarian Mortgage and Exchange Bank of Munich, Frankfort Transport, Glass and Accident Insurance Company, and Munich Reinsurance Company.

Mr. Thalmann is a member of several societies of the city, and of the Lawyers', Midday, and Harmonie Clubs, and the Liederkranz of New York. He married, at Cologne, Germany, in 1881, Anna Michaelis, and they have two sons.

ROBERT B. VAN CORTLANDT

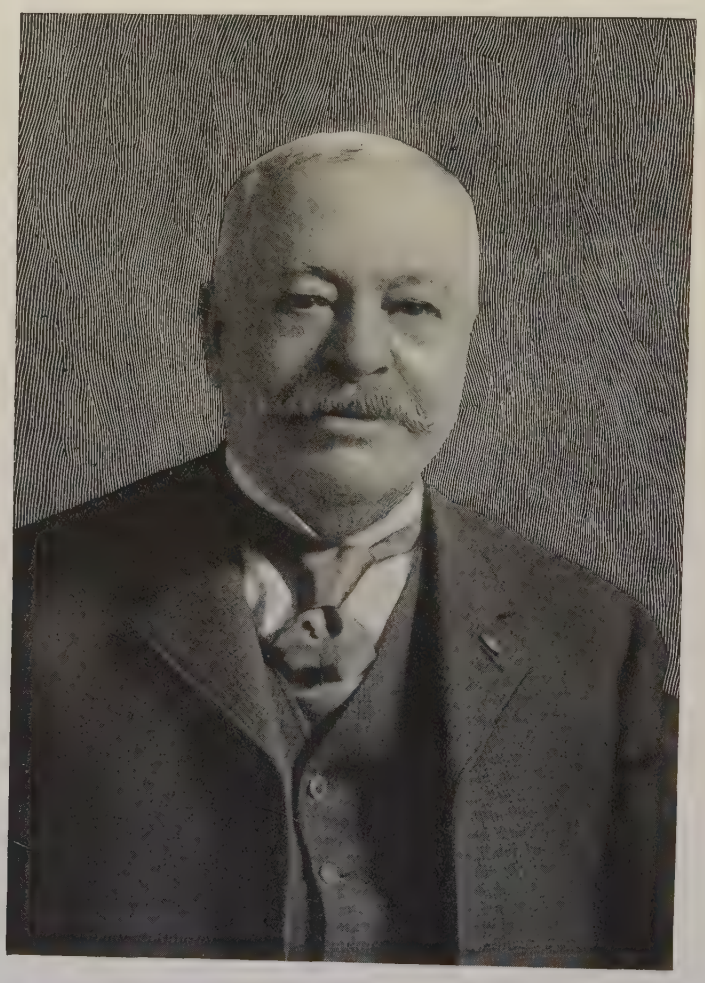
ROBERT B. VAN CORTLANDT, a prominent banker of New York, was born at Kings Bridge, New York, August 14, 1862, son of Augustus and Charlotte Amelia Bayley (Bunch) Van Cortlandt. He is a direct descendant of Oloff Stevenson van Cortlandt, who came from Holland to New Netherland in 1637, and became one of the most prominent and successful merchants and burghers of New Amsterdam, founding a family of the highest prominence in New Amsterdam and New York throughout its history; and he was a burgomaster under Stuyvesant. His son, Stephanus van Cortlandt, was especially distinguished in the history of the city, being one of the most prominent merchants of the city and an elder in the Dutch Church. When New Amsterdam became New York he was appointed by Governor Richard Nicolls a member of the first Board of Aldermen of the City of New York, June 12, 1665, and in 1667 he was appointed mayor of the City of New York by Governor Andros, and was the first native-born mayor the city ever had. He was again appointed mayor in 1686 and 1687. He was a member of the Provincial Council under Governors Dongan, Sloughter, Fletcher, and the Earl of Bellomont; served as colonel of the Kings County regiment in Indian Wars; served as revenue collector under Bellomont; was a large landed proprietor, and was succeeded in the Council of the province by his son Philip. Other Van Cortlandts have been distinguished in New York from that time to this.

Mr. Robert B. Van Cortlandt was educated in Switzerland and Germany and was graduated from Columbia College in the Class of 1882.

He became identified with the banking business, became a member of the New York Stock Exchange, September 28, 1887, and has been a member of the prominent banking firm of Kean, Van Cortlandt & Company since January 2, 1896. The firm is one of the strongest identified with the banking activities of New York City, and is constantly connected with many of the largest financial operations. Mr. Van Cortlandt is a director of the Lackawanna Steel Company, the Trust Company of America, Toledo Railways and Light Company, Detroit United Railway, Electric Properties Company, Publishers Paper Company, Southern Steel Company of Gadsden, Alabama; Westchester and Bronx Title and Mortgage Company; and is president and director of the Kean, Van Cortlandt & Company Realty Company.

Mr. Van Cortlandt has taken a considerable interest in political affairs, and was nominated as a candidate for presidential elector on the Democratic ticket for Westchester County in 1908. His home is at Guard Hill, Mount Kisco, in Westchester County.

Mr. Van Cortlandt is a member of the Society of Colonial Wars, the St. Nicholas Society, Knickerbocker, Metropolitan, and Union Clubs, Down Town Association, New York Yacht, The Lambs, and City Midday Clubs.



HARRY LAWRENCE HORTON

HARRY LAWRENCE HORTON, who has ever since the close of the Civil War been active and prominent in the financial activities of New York, is of early New England ancestry and ancient English lineage. In the old country the family line is traceable from the Norman Conquest of 1066 to Joseph Horton, Esquire, of the landed gentry of Leicestershire, England, with a considerable estate at Mousely, in that county, in the early Seventeenth Century.

Barnabas Horton, son of Joseph, a Puritan in religion, joined a party of his co-religionists who sailed from England on the ship Swallow, in 1633, and landed at Hampton, Massachusetts. In October, 1640, with some companions from New Haven, Connecticut, where he had been living for a short time, he went to Long Island and founded there the town of Southold, which was the home of the family for several generations. He erected there the first frame dwelling house ever built in Eastern Long Island, was a magistrate and prominent in the affairs of that time, and his family has produced many citizens of prominence as pioneers, soldiers, clergymen and farmers. From there one of his descendants went to Bradford County, Pennsylvania, and it was there, on the farm of his father, at Sheshequin, that Harry Lawrence Horton, eighth in descent from Barnabas Horton, was born, July 17, 1832, the son of William B. Horton and of Melinda (Blackman) Horton, who was the daughter of Colonel Franklin Blackman of Bradford County.

Mr. Horton's boyhood was spent on the farm and in the neighboring schools, where he received a good common school education, while his work on the farm made him a strong, healthy boy of robust physique. At the age of seventeen he left home and worked in stores, first at Horn Brook, Pennsylvania, and after that in Towanda, Pennsylvania, where he received his preliminary business education and experience. Deciding to go West, he went from Towanda in 1854 and visited several places in Michigan, Illinois and Wisconsin, until 1856, when he located in Milwaukee as a member of the grain commission firm of Cole & Horton.

The importance of Milwaukee as a grain market made it an excellent field for the operations of the firm, which was successful from the start, and throughout its career, first as Cole & Horton, later Cole, Horton & Company, and finally as Horton & Fowler, it was one of the leaders among those operating in grain in Milwaukee and holding membership in the Milwaukee Board of Trade, until in 1865 Mr. Horton decided to come to New York as a larger and more metropolitan field of business opportunity.

On arriving in New York he established in business as a banker and broker, creating the firm of H. L. Horton & Company, which for the past

forty-five years has been successfully engaged in business and has a standing and reputation second to none in the entire financial district of New York. It has membership in the New York Stock Exchange, the New York Produce Exchange and the Chicago Board of Trade, and the most favorable connections with all markets in America and Europe, maintaining a branch house in London and having an extensive clientage in the United Kingdom as well as in the United States. He remains the senior member of that firm, his present partners being Frederic W. Anness, C. B. Mears, L. T. Watson and Russell Griswold Colt.

Mr. Horton was a resident of Staten Island, making his home at New Brighton from 1869 to 1878, and during that period was recognized as one of the most prominent and progressive citizens of the Borough of Richmond; identified with all the movements for the improvement and betterment of Staten Island as a place of residence for New York business men, and especially prominent in the organization of an improved system of water supply for that borough, having been for many years a director and treasurer of the Staten Island Water Supply Company, which is the organization through which the towns of Richmond Borough have been for several years supplied with water of excellent quality. Mr. Horton also took a prominent part in the solution of the rapid transit problem, having been from the first actively identified with the Staten Island Rapid Transit Company, which has made every part of the island accessible, by rapid and inexpensive connections, to the business centre of New York.

While a resident of New Brighton, Mr. Horton was identified in a prominent and influential way with the public interests of the city and served for some time as president of that village by election, devoting himself with public spirit to building up the best interests and promoting the welfare of New Brighton and its citizens; and although for some years past he has made his home at 144 West Fifty-seventh Street, in Manhattan Borough, he has by no means lost interest in the progress and prosperity of Staten Island. During a long and prosperous career as a banker and financier Mr. Horton has maintained for himself an unquestioned standing and honorable reputation in the business world.

Mr. Horton is a member of the Union League, Lawyers', New York Athletic and Manhattan Clubs of New York, the Suburban Riding and Driving Club, and the Monmouth Beach Golf Club and Country Club of Monmouth, New Jersey.

Mr. Horton has been twice married, first in Milwaukee, October 26, 1858, to Helen Elizabeth Breed, who died, and second in Trinity Chapel, New York, October 12, 1875, to Sarah Patten. He has two daughters: Blanche, wife of E. F. Hutton, and Grace, wife of E. M. Lockwood.

FREDERICK J. LISMAN, now at the head of the banking house of F. J. Lisman & Company, was born at Büdingen, near Frankfort on the Main, Germany, July 21, 1865, the son of Gerson and Josephine (Gross) Lisman. He was educated abroad, came to this country in 1881, and in 1890 he went into Wall Street, starting his financial career as a bond broker.

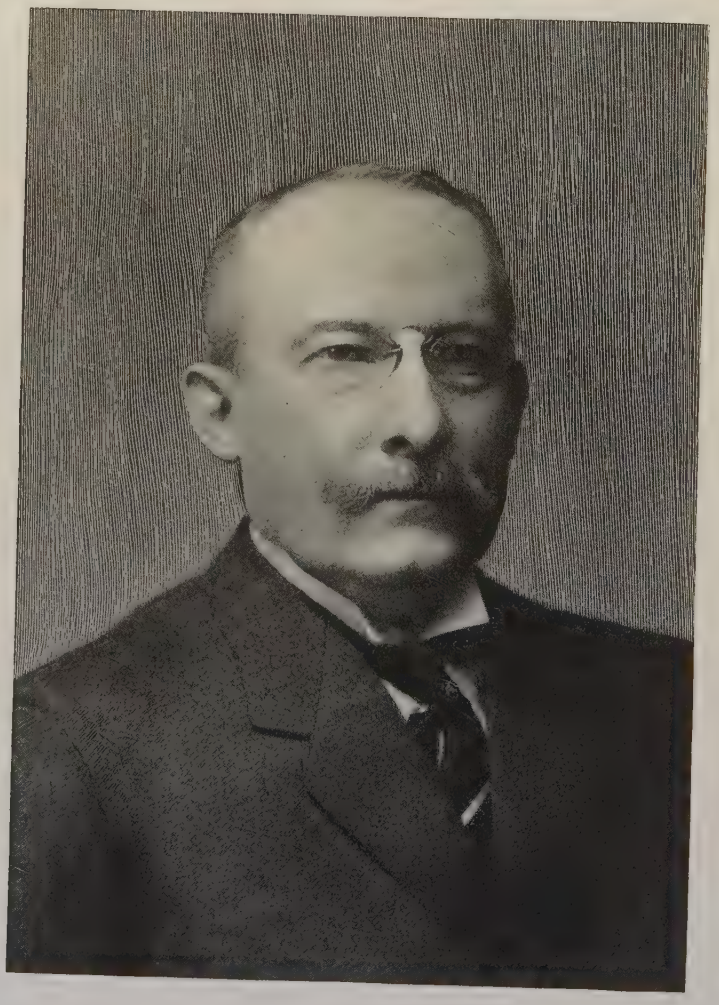
The business expanded rapidly, and since 1895 he has been a member of the New York Stock Exchange and head of the firm of F. J. Lisman & Company.

FREDERICK J. LISMAN

Mr. Lisman came first into prominence by exposing the rotten condition of the Richmond Terminal System (now merged in the Southern Railway), and since then he has been on many reorganization committees. He is now a director of the Broadway Trust Company; the Bush Terminal Company; vice president of the Railways Company General; first vice president of the Raleigh and Southport Railway Company, and a director of the Detroit, Toledo and Ironton Railway Company, the Georgia Coast and Piedmont Railroad Company, Chesterfield and Lancaster Railroad Company, Oklahoma Central Railroad Company, Tampa and Jacksonville Railroad Company, and a member of the American Advisory Board of the French-American Bank.

Mr. Lisman is known in financial circles as being, probably, the best informed man in the United States on the subject of the finances of the various American railroad systems.

Mr. Lisman married, June 7, 1892, Leonora Cohen, and they have one son, Robert G. Lisman, born March 9, 1893.



JAMES GRAHAM CANNON

JAMES GRAHAM CANNON, president of the Fourth National Bank of New York, and one of the most distinguished of American bankers, was born at Delhi, Delaware County, New York, July 26, 1858, the son of George B. and Ann E. Cannon.

Mr. Cannon was educated in a New York public school and at Packard's Commercial School, from which he was graduated in 1876.

On leaving that institution he entered the Fifth Avenue Bank of New York as messenger. After filling every intermediate position he became paying teller, and on June 3, 1881, was appointed assistant cashier and elected a director and still holds the latter office. He resigned the cashiership, however, to accept, March 11, 1890, the position of vice president of the Fourth National Bank of New York, which he held until, in August, 1910, he became president, following the death of President J. Edward Simmons.

Mr. Cannon is also a director of the Bankers' Trust Company; a trustee of the Franklin Savings Bank; chairman of the Board of Directors of the H. W. Johns-Manville Company; also director of the United States Guarantee Company, and United States Mortgage and Trust Company.

Mr. Cannon is nationally known as one of the most skillful bankers in this country, a thorough student of financial science and banking methods, and surpassed by none in the country in his knowledge of credits, and has delivered many addresses on that subject, which have been collected in permanent form and published, including: Bank Credits; Buying Commercial Paper; and The Banker and the Certified Public Accountant; and is an authority on these questions. Mr. Cannon has also written many articles on Clearing House Practice, and his book on this subject is a standard. His last publication is on Clearing House Loan Certificates and Substitutes for Money Used During the Panic of 1907.

He is a member of the Executive Committee and chairman of the Committee on Finance and Currency of the Chamber of Commerce; and was formerly president of the National Association of Credit Men. He is a member of the International Committee of the Young Men's Christian Association; a trustee of the New York University; president of the Board of Trustees of Hahnemann Hospital; vice president of the Packard Commercial School Company; member of the Executive Committee of the Congregational Home Missionary Society; president of the Westchester County Chamber of Commerce, and member of the Metropolitan Museum of Art, Westchester County Historical Society, New York Academy of Science, and the Transportation, Union League, Metropolitan, and Republican Clubs.

Mr. Cannon married, in New York City, February 17, 1881, Charlotte B. Bradley, and has three children: Mabel (Mrs. H. F. Ballantyne), Marguerite (Mrs. A. T. Tamblyn), and James G Cannon, Jr.

FRANK ARTHUR VANDERLIP

FRANK ARTHUR VANDERLIP, president of the City National Bank of New York, was born in Aurora, Illinois, November 17, 1864, the son of Charles and Charlotte L. (Woodworth) Vanderlip.

He was reared on a farm near his native city, attended the public schools, worked for a time in the machine shops of Hoyt & Brother Manufacturing Company, at Aurora, and attended the University of Illinois and the University of Chicago. Later he received his A.M. from the University of Chicago, and in June, 1906, LL.D. from the University of Illinois.

Mr. Vanderlip entered newspaper life as a reporter on the staff of the Chicago Tribune and became known as one of the best of his profession in that city, later becoming associate editor and part owner of The Economist, the leading financial newspaper of the West.

Lyman J. Gage, president of the First National Bank of Chicago, when called into the cabinet of President McKinley as secretary of the treasury, March 4, 1897, appointed Mr. Vanderlip as private secretary, but on June 1st following, he was promoted to the office of assistant secretary of the treasury, where he served with distinction for nearly four years, showing a remarkably complete grasp of the larger financial problems of the country.

He resigned from that office February 1, 1901, in order to accept the position of vice president of the National City Bank of New York, the greatest banking institution in America. He proved his executive ability so completely that when Mr. James Stillman, the president, resigned that office, the Board of Directors elected Mr. Vanderlip president of the bank January 1, 1909.

Mr. Vanderlip is also a director of the Union Pacific Railroad Company, Southern Pacific Company, Consolidated Gas Company, United States Realty and Improvement Company, Riggs National Bank of Washington, D. C., the American Security and Trust Company of Washington, D. C., Missouri, Kansas and Texas Railroad Company, Chesapeake and Ohio Railroad Company, Louisiana and Western Railroad Company, the Farmers' Loan and Trust Company of New York, and the Century Realty Company.

Mr. Vanderlip has been an extensive contributor to magazines and is author of the volumes: Chicago Street Railways; The American Commercial Invasion of Europe; Political Problems of Europe; and Business and Education. He is a trustee of the New York University, Stevens Institute of Technology, and Carnegie Foundation. He is president of the Board of Governors of Letchworth Village.

He is a member of the New York Chamber of Commerce, the Metropolitan, Century, Union League, and City Clubs of New York, and the Cosmos Club and Commercial Club of Washington.

Mr. Vanderlip married, in Chicago, May 19, 1903, Narcissa, daughter of Charles Epperson Cox, and has four children.

WILLARD VINTON KING

WILLARD VINTON KING, president of the Columbia Trust Company of New York, was born in Brooklyn, November 3, 1868, son of William Vinton King, cotton broker, and Isabel (Boyd) King.

He was prepared in the Friends' Seminary, New York City, and was graduated from Columbia University, A.B., with highest honors, 1889, taking the prize scholarship in Latin, and election to Phi Beta Kappa.

He began his business career as messenger with the Produce Exchange Bank, leaving it after a few months for the Continental Trust Company of New York, and served with it from 1890, through every position to secretary, in 1898, and vice president in 1901. In 1904 that company and the New York Security and Trust Company were merged as the New York Trust Company, of which he was vice president, until he was elected, in March, 1908, president of the Columbia Trust Company.

That company, started shortly before the panic of 1907, had naturally made little headway up to the time when, six months after the panic, Mr. King's administration began. Since that time, however, the company has grown steadily, and has an acknowledged standing as an independent, clean and substantial concern, taking only conservative kinds of business.

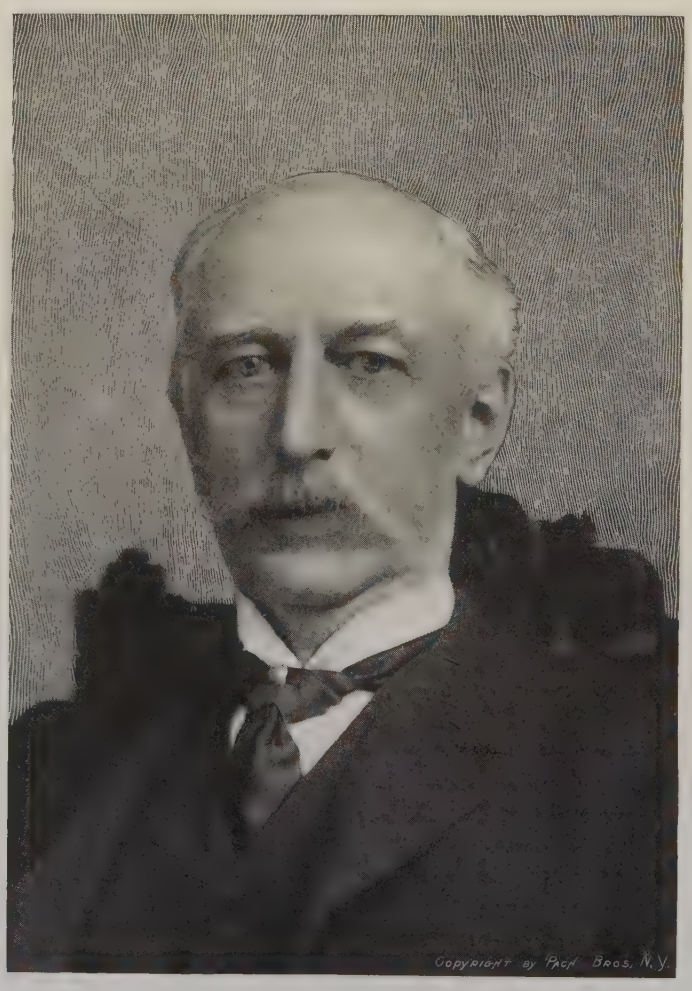
The company is almost unique in being independent; for while its board represents strong and diverse interests, it has no dictator. This has made it popular with those who feel that their affairs should not be subject to the scrutiny or the policies of any of the great Wall Street groups.

Politically, Mr. King usually acts and votes with the Republican Party, but he has not sought or held office. He was, however, a member of the Commission on Speculation, appointed by Governor Hughes in 1909, to investigate the New York Stock Exchange and other exchanges.

Mr. King is a director of the Brunswick Terminal and Railway Company, Columbia Trust Company, and City Land Improvement Company. He is a member of the Chamber of Commerce of New York, and of the executive committee of the New York Trust Companies Association.

He is a veteran of the Twenty-second Regiment, National Guard of New York, a trustee of Columbia University, treasurer of the New York Association for the Blind, trustee and treasurer of the American School for Classical Studies in Rome, a member of the Phi Beta Kappa Society and the Delta Upsilon Fraternity, and of the University Club, Columbia University Club, and the Morris County Golf Club. When in town he resides at 21 West Fourteenth Street, the "Van Beuren Mansion," and his country residence at Convent, N. J., is notable, not only for its architectural beauty and simplicity, but as the only fireproof house in the Morristown district.

Mr. King married, in New York City, April 26, 1904, Mary Spingler van Beuren.



WALTER G. OAKMAN

WALTER G. OAKMAN, president of the Hudson Companies, was born in Philadelphia, the son of John and Harriette S. (Campbell) Oakman and received his preparatory education in private schools in the city of his birth, afterwards graduating from the University of Pennsylvania.

Upon leaving college he entered the banking house of John S. Kennedy & Company, where he gained a knowledge of financial affairs that was of vast benefit in his after life. He was then appointed division superintendent of the Delaware, Lackawanna and Western Railroad and soon mastered the intricacies of railroading and general transportation. On retiring from the service of the Delaware, Lackawanna and Western Railroad, Mr. Oakman came to New York City and the next quarter century of his life was a period of intense activity. During this time he filled the office of vice president of the Central Railroad of New York; president of the Richmond and Danville Railroad system, now the greater part of the Southern Railroad; and was for ten years president of the Guaranty Trust Company.

While president of the trust company, Mr. Oakman was vice president of the Interborough Rapid Transit Company. He was greatly interested in the question of relieving the congested traffic conditions, and his experience with steam roads was of vast assistance when the subways were built. He was also an important factor in the organization of the Hudson Companies, of which he has been president since their formation; and in the construction of the tubes and terminal buildings of the Hudson and Manhattan Railroad Company, Mr. Oakman's part was an important one.

In addition to being president of the Hudson Companies, Mr. Oakman is vice president and director of the Jefferson and Clearfield Coal and Iron Company and a director of the following concerns: Alabama Great Southern Railroad Company; American Car and Foundry Company; Brooklyn Heights Railroad Company; Brooklyn Rapid Transit Company; Buffalo, Rochester and Pittsburgh Railroad Company; Hudson Street Railroad Company; Kings County and Fulton Elevated Railroad Company; Long Island Railroad Company; Louisville and Nashville Railroad Company; Morristown Trust Company; National Bank of Commerce; New York and New Jersey Railroad Company; Reynoldsville and Falls Creek Railroad Company, and Richmond Light and Railroad Company.

Mr. Oakman is a member of the Metropolitan, Union, University, Riding, Down Town, and Railroad Clubs of New York. He is also a member of the Automobile Club of America, the Century Association of New York, the Pennsylvania Society of New York, and of the Alumni Association of the University of Pennsylvania.

Mr. Oakman married Miss E. C. Conkling, at Utica, N. Y. They have two daughters, and a son who was graduated recently from Harvard.

SIDNEY CECIL BORG

SIDNEY CECIL BORG, banker, was born in New York City, June 21, 1874, son of Simon and Cecilia (Lichtenstadter) Borg. His father, Simon Borg, who was of German birth, came to the United States in 1857, and became a prominent banker in New York City, and head of the firm of Simon Borg & Company. Mr. Simon Borg was president of the New York, Susquehanna & Western Railroad Company; president of the Home for Aged and Infirm Hebrews; trustee of the United States Savings Bank, and member of many charitable and other institutions of New York City. He financed the construction of several, and was prominent in the reorganization of many railroad companies; and bore an important place as a financier in New York and the country at large.

Sidney Cecil Borg received his early education in Sach's Collegiate Institute in New York City, and under private tutors; afterward entering Yale University, he was graduated in the Class of 1895 of the Sheffield Scientific School of that University, of which he was the class historian.

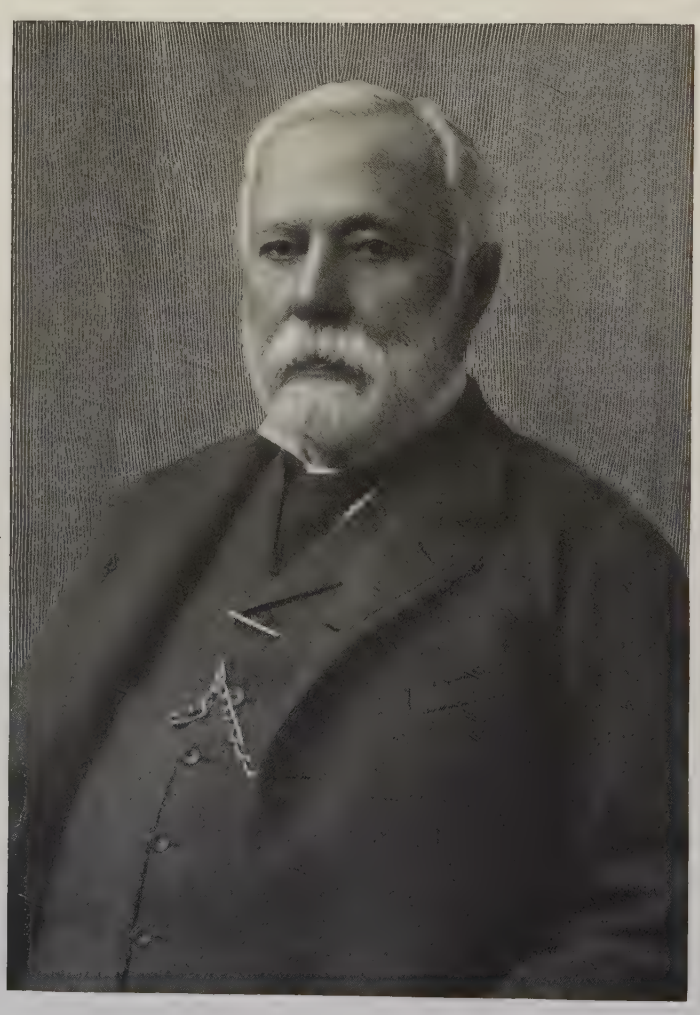
After graduation from Yale, he was admitted as a partner to the firm of Simon Borg & Company, bankers, of 20 Nassau Street, in which firm he has ever since continued and of which he is now the senior member. The prestige gained by the house, established by his father, as one of the most substantial and reliable in private banking business in New York City, has been maintained by the conservative and efficient methods of the present head of the house. He has acted as a member of a large number of reorganization and protective committees, including those of the Chicago Great Western Railroad, the Detroit Southern Railroad, Cincinnati, Findlay and Fort Wayne Railroad, Houston Oil, Kirby Lumber Company and other important corporations.

Mr. Borg is a trustee of the United Hebrew Charities, the Jewish Protectory and Aid Society, the Advisory Board of the Madison Avenue Depository and Exchange for Woman's Work, the Advisory Board of the Society of Sanitary and Moral Prophylaxis; member of the Academy of Political Science, National Department of Health, Mount Sinai Hospital, the Educational Alliance, Montefiore Home, Legal Aid Society, the Metropolitan Museum of Art, People's Institute, American Museum of Natural History, Civic Forum, and many other societies.

He is a member of the National Arts Club, the Automobile Club of America, Reform Club, Century Golf Club, Deal Golf Club, and the Economic Club of New York City.

Mr. Borg married, in New York, November 24, 1898, Madeleine Beer, and has two daughters: Margery, born 1899, and Dorothy, born 1902.

He has a city residence at 35 West Seventy-second Street, and a country home, "Quarry Hill," at Irvington-on-Hudson, N. Y.



JAMES BEN ALI HAGGIN

JAMES BEN ALI HAGGIN—The pioneers of California were men of capacity as well as bravery, and among them have developed men of national prominence in many fields of endeavor. The days of '49 are now far distant, and the men who, out of the opportunities of that early day in the land of gold, carved their way to fame and fortune, are getting fewer in number from year to year. Of those who remain James B. Haggin is the best known.

Mr. Haggin is by birth a Kentuckian, born in Harrodsburg, Mercer County, in 1827. His second name is indicative of his maternal ancestry, his mother's maiden name having been Miss Adeline Ben-Ali. His family was one of the foremost in the Blue Grass region, and he was educated at Danville, Kentucky, by the best masters. Being destined for the legal profession, he received a thorough preparation and was admitted to the bar of the State of Kentucky.

He began practice in Shelbyville, Kentucky, but later went to Natchez, Mississippi, and after that to New Orleans, where he was beginning to make his mark as one of the younger members of the brilliant bar of that city, when he, like many other young men of ambition, inspired by reports from the new land of opportunity, made his way to California, arriving there in 1850 via Panama.

The earliest bar of San Francisco included many young men who afterward became distinguished in jurisprudence, statesmanship or finance. Mr. Haggin's first activities were in the line of his profession, as head of the law firm of Haggin & Latham, his partner being Milton S. Latham, who, like himself, afterward became one of the most distinguished citizens and governor of the Golden State. Subsequently he formed a partnership in the practice of law with Lloyd Tevis, who in time became recognized as the foremost lawyer of San Francisco.

At that period California was a great field for active and competent lawyers, for laws and property rights were then in their formative period, and great mining and other enterprises were being developed. His professional earnings, like those of many others, went into mining ventures, but unlike the majority, his investments were wisely made, and increased to such a degree that he was finally impelled to abandon law practice for mining and other financial interests. He had succeeded greatly at the bar, but the results attainable in his new field were more alluring. His success in the mining field was constant, and was by no means confined to California. He obtained many interests in mines in that State, and years afterwards was one of the first operators to become interested in the Black Hills of Dakota, where he became chief owner of the famous Homestake and other mines, and in Butte, Montana, he became interested with Marcus Daly in the great copper developments

of that region, beside owning valuable mining properties in old and New Mexico and in Arizona.

After leaving the practice of law, Mr. Haggin continued his association with Lloyd Tevis in other matters, the two organizing and retaining the controlling interest in the Kern County Land Company of California, one of the greatest land companies ever organized on the Pacific Coast, owning about four hundred thousand acres of land in one of the best farming regions of the State, most of which he still retains.

Mr. Haggin and Mr. Tevis, at an early date, became the owners of a large tract near the City of Sacramento, which he improved, under the name of Rancho del Paso, which became famous. There he added largely to his already great fortune by phenomenal success in the culture of cereals and hops, and also in the raising of vast herds of high-grade cattle and sheep. The fame of the ranch, however, came chiefly from the results attained in the breeding of thoroughbred racing stock. True to his Kentucky origin, Mr. Haggin has always been an enthusiastic horseman, and he established himself as breeder of many of the best horses on the American turf, and purchased as yearlings the celebrated racers, Firenzi and Salvator. In 1886 Mr. Haggin determined to introduce horses of his breeding to the East, and with his son, Ben Ali Haggin, took a choice lot of animals from the Rancho del Paso to Kentucky, and entered them in the best races of the East. They met such success that Mr. Haggin bought the celebrated Elmendorf and adjacent farms, comprising about eight thousand acres, near Lexington, Kentucky, and established horse-breeding stables there. The Haggin Stable took a leading place on the Metropolitan turf and on all the principal race tracks the Haggin colors went out to frequent victories. Since the death of his son Ben Ali Haggin, who was his partner and associate in his horse-breeding and racing interests, Mr. Haggin has retired from the turf, but still continues on his Kentucky farm and California ranch the breeding and raising of thoroughbred horses.

While the breeding of the thoroughbred at Elmendorf is an important industry, Mr. Haggin has within the past few years introduced the breeding of the Shorthorn and Jersey breed of cattle on a very large scale, and is perhaps second to none in this or any other country in this line of industry. In a short time he will have completed the best equipped dairy plant in the United States, and Elmendorf is likely to become the Experimental Station, or used as such, by the Agricultural Department of the University of Kentucky, of which Professor Scoville is the chief.

Mr. Haggin's varied enterprises have been so uniformly successful that he has accumulated a very large fortune, not by the fluctuations of stock markets but by judiciously selected and well watched investments. Judgment and

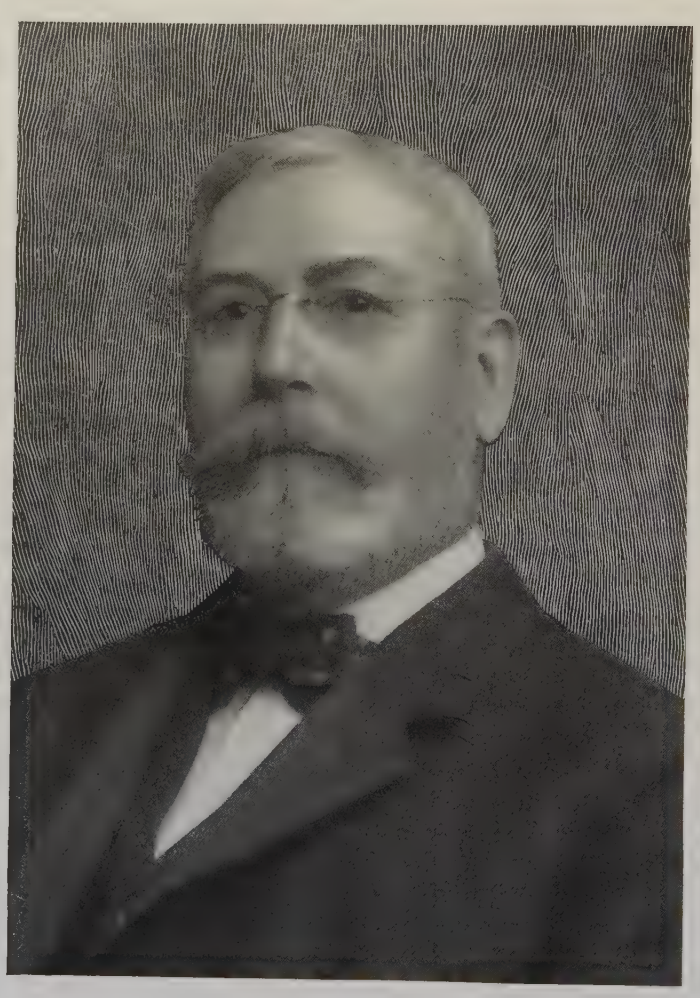
not luck constituted the chief factor in his success. As lawyer, miner, real estate operator, agriculturalist and horse-breeder, he has attained leading rank, applying himself with equal adaptability to each of these varied pursuits. He is now president and treasurer of the Homestake Mining Company; president and director of the Cerro de Pasco Improvement Company; vice president and director of the Jalapa Railway and Power Company; director of the American Car and Foundry Company; International Steam Pump Company; Louisville and Atlantic Railroad Company; the Oyamel Company; and the Oriental Consolidated Mining Company.

Mr. Haggin has, probably, a better recollection of the important men and events of the early days of California than any other living man. His position there was, from the first, one of activity and prominence. He saw the opportunities which offered in that new land as clearly and improved them as wisely as any of the Argonauts who went there in that earliest pioneer period. He did his part toward the building up of that wonderful State, with as much thoroughness and efficiency as the best of his contemporaries, and he fairly and fully earned the rewards which came to him. The broadening influences of successful pioneering have helped to give him the self-confidence and boldness of initiative which have brought success to his many enterprises and enabled him to be at the head of such a diversity of interests. In New York, as in California, his abilities and executive efficiency have crowned with success his many enterprises.

His business activities have not debarred him from social enjoyment. In San Francisco, which was his home for many years, he was the friend of practically all of the men who were the makers of California; in Kentucky, home of his boyhood and much of his later life, he has hosts of friends, and in New York, which is now his home, he has long enjoyed high social as well as business standing. He is a member of the Union, Manhattan, Metropolitan, Tuxedo, Riding, and Turf and Field Clubs.

While Mr. Haggin was a young lawyer at Natchez, Mississippi, he married the daughter of Colonel Lewis Saunders, who was the leading member of that bar. She died May 23, 1894. There were five children of that marriage, two sons and three daughters. Mr. Ben Ali Haggin and one of the daughters died, and the surviving children are Louis T. Haggin, a successful business man of New York, and Mrs. Lounsbery, wife of Richard P. Lounsbery, of Lounsbery & Company, bankers.

On December 30, 1897, Mr. Haggin again married, his second wife being Miss Pearl Voorhies, of Versailles, Kentucky, who was a niece of his first wife, and was a young lady of fine education and culture, and of the best social standing. Since their marriage Mr. and Mrs. Haggin have made their home chiefly in New York, at 587 Fifth Avenue.



CHARLES HATHAWAY

CHARLES HATHAWAY, head of the firm of Hathaway, Smith, Folds & Company, 45 Wall Street, New York City, was born at Delhi, New York, December 27, 1848, and was educated at the Delaware Academy, Delhi and Williston Seminary, East Hampton, Massachusetts.

His first business experience was as clerk in the Delaware National Bank of Delhi, New York, where he remained until 1871, when he entered the service of the United States Government at Washington as an employee of the Navy Department. One year later Mr. Hathaway was appointed fleet clerk of the Asiatic squadron and was attached to the old flagship Hartford, accompanying the fleet to China and Japan. His appointment was made at the instance of Rear Admiral Edwin Stewart, who was paymaster at that time and who is an uncle to Mr. Hathaway. On the return of the fleet, in 1875, he decided to resign his position with the United States Government. His early experience as a bank clerk had created a desire for financial pursuits and he determined to confine his future efforts in that line. With this end in view he returned from the Orient and associated himself with the firm of Platt & Woodward, where he gained much valuable experience and became a member of the firm in 1889. Mr. Platt and Mr. Woodward retired from active business in 1894, the firm becoming Charles Hathaway & Company, and its former active members becoming special partners.

In January, 1910, the firm name was changed to Hathaway, Smith, Folds & Company, now one of the best known in the entire country, numbering among its clientele some of the largest mercantile houses and corporations in the United States who borrow money in the open market.

The firm confines itself exclusively to the negotiation of commercial paper and has a high rating in every large city of the United States and abroad.

Its resources in its line are unlimited and the largest transactions are completed in a manner most satisfactory to the many clients of the firm.

Mr. Hathaway is a Republican in politics, but beyond being interested in good government, takes no active part and has never sought public office.

He is well known in club circles, being a member of the Union League of New York City, a governor in the Essex County Country Club of Orange, New Jersey, a member of the Down Town Club, and Saint Andrew's Society of New York City.

Mr. Hathaway was married, in Platteville, Grant County, Wisconsin, on October 5, 1882, to Miss Cora Southworth Rountree, and is the father of four sons: Stewart Southworth Hathaway, born July 25, 1884; Harrison R. Hathaway, born September 3, 1886; Robert Woodward Hathaway, born October 20, 1887, and Charles Hathaway, Jr., born September 4, 1893.

Mr. Hathaway's New York address is 45 Wall Street, and he has a handsome home on Prospect Street, East Orange, New Jersey.

ARTHUR BURTIS LEACH

ARTHUR BURTIS LEACH, head of the banking firm of A. B. Leach & Company, was born in Detroit, Michigan, September 30, 1863, the son of William and Matilda (Shaw) Leach. His father was of English descent, and his mother of Irish and American descent; his father was an accountant by profession.

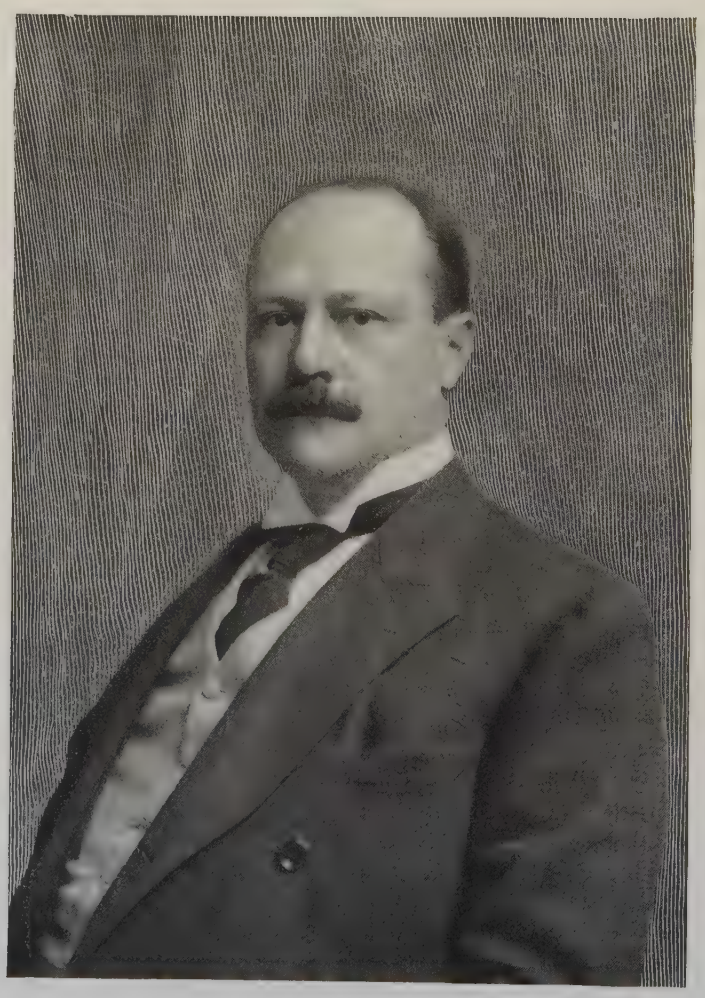
Arthur B. Leach was a student at the Detroit High School until 1880, when he became a clerk with the prominent firm of Buhl, Sons & Company, of Detroit, Michigan, and a year later went to Fargo, North Dakota, where he was clerk with A. E. Henderson, hardware dealer, for some months. In 1881 he organized the firm of Campbell & Leach, hardware dealers, at Devils Lake, North Dakota, which he conducted until 1885, when he became assistant cashier of the Bank of Devils Lake, at that place. He was afterward employed by the then prominent banking firm of S. A. Kean & Company, of New York and Chicago, until 1889, when, in association with the late John Farson, he organized the firm of Farson, Leach & Company, continuing in that firm until 1906. He then purchased the interest of Mr. Farson and organized the present firm of A. B. Leach & Company, of 149 Broadway, of which he has since been the head, with offices in New York, Chicago, Boston and Philadelphia. Mr. Leach has established for himself a prominent place in financial circles, and he has greatly enlarged his business in general banking and in placing on the market of large blocks or entire issues of municipal and corporate bonds and other securities.

The former firm of Farson, Leach & Company, and the present firm of A. B. Leach & Company have been identified with many large financial transactions, and the business is one of national scope, the house taking a prominent part as bankers in the financing of large enterprises. Mr. Leach brings to the business the benefit of wide experience, trained judgment and the prestige of success, and has made his firm one of the leading private banking institutions of the country.

Mr. Leach is a Republican in politics and an active supporter in the principles and candidates of the party. He has served as presidential elector for the State of New Jersey, of which he is a citizen, having his residence at 321 Scotland Road, South Orange, New Jersey.

He is president of the Michigan Society of New York; a member of the Union League of New York, the Union League of Chicago, New York Club, the Railroad Club of New York, the Chamber of Commerce of the State of New York, the Algonquin Club of Boston, Arts Club of Philadelphia, and the Queen City Club of Cincinnati, Ohio.

He was married, at Detroit, Michigan, February 3, 1889, to Maud Campbell, and they have four children: Helen, Maude, Ferry W. and Margaret Leach.



ROBERT HENRY MCCURDY

ROBERT HENRY McCURDY, banker and now head of the banking and brokerage firm of McCurdy, Henderson & Company, was born in New York City, May 26, 1859, the son of Richard A. and Sarah Ellen (Little) McCurdy. His ancestry is derived from Scotland and the North of Ireland, his first American ancestor, John McCurdy, coming to this country about 1740, and settling in Lyme, Connecticut, where the family became distinguished in business and the professions, one of the family, Hon. Charles J. McCurdy, having been lieutenant governor of the State, and afterward a judge of the Superior Court of Connecticut. Another, Robert H. McCurdy, born in Lyme, Connecticut, in 1800, who was the grandfather of the present Robert H. McCurdy, became one of the most prominent merchants of New York, being head of the great commission dry goods firm of McCurdy, Aldrich & Spencer, from 1828 until his retirement, in 1857. He was one of the founders and a trustee of the Mutual Life Insurance Company, trustee of the Continental Insurance Company, director of the Merchants' Exchange Bank, and the American Exchange National Bank, and a prominent member of the Chamber of Commerce of New York, where his portrait now hangs. He was a citizen of much distinction, organized the Union Defense Committee at the outbreak of the Civil War, and was one of the founders of the Union League Club. He died in 1880. His oldest son, Richard Aldrich McCurdy, who was born in 1835, was graduated from the law school of Harvard University, in 1856, and afterwards practised law in New York City with Lucius Robinson, afterward governor of New York. He became attorney to the Mutual Life Insurance Company in 1860, was elected its vice president in 1865, and its president in 1885, holding that office until 1906, when he resigned. He married Sarah E. Little, who died at Morristown, New Jersey, May 1, 1910.

Their only son, Robert Henry McCurdy, enjoyed the advantage of an excellent education. He spent two years at school in Europe, and was fitted by a private tutor for Harvard College, from which he was graduated in 1881.

Upon leaving college in 1881, after a few months of travel, he entered, in December of that year, the service of the Mutual Life Insurance Company of New York, in its New York agency, where he became a close and accurate student of the underwriting profession, and where he remained until 1886. In that year the Mutual Life Insurance Company of New York decided to do business in foreign countries, and in pursuance of that determination it established a foreign department for that business, and Mr. Robert H. McCurdy was made superintendent of that department, holding that position continuously until 1903.

The company's new departure in that direction imposed upon Mr. McCurdy many problems of great importance in connection with the organizing

of the plans and programs of publicity for the extension of the company's business in various foreign countries where the national laws and customs were so variant as to make the establishing of the company's business in each one a separate proposition. Mr. McCurdy proved to be in every respect equipped for this unique international task, and met every difficulty as it arose with consummate ability. The result was that the Mutual Life Insurance Company soon became an international institution, and the business of the company in its foreign department grew with remarkable rapidity. During the period covered by Mr. McCurdy's management the business of the company was extended to all of the countries of Europe and to Mexico, Australia, and South Africa. During the period between 1886 and 1905, the premiums collected by the foreign department amounted to over $98,000,000, and the insurance issued and paid for exceeded $488,000,000. On July 1, 1903, Mr. Robert H. McCurdy was elected a trustee of the Mutual Life Insurance Company of New York and was appointed its general manager, continuing in that relation until December, 1905, when he resigned.

In 1908 Mr. McCurdy associated himself with Norman Henderson and Lewis H. Hatzfeld, surviving partners of the old established banking firm of Henderson & Company, taking the place of the late Mr. Charles R. Henderson as senior partner, under the firm name of McCurdy, Henderson & Company, at 24 Nassau Street, New York. The firm has membership in the New York Stock Exchange, and conducts a general banking and stock exchange business. Mr. McCurdy is a director of the First National Bank of Morristown, New Jersey, the International Bell Telephone Company, Limited, O'Rourke Engineering Construction Company, Registrar and Transfer Company of New York, and the Windsor Trust Company of New York; and is interested in other companies.

Mr. McCurdy is a Republican in national politics, but has held no political or public offices, and has not taken any very active part in political affairs. He has the best social connections, and he is a member of many of the leading societies and clubs, including the Chamber of Commerce of New York, Union Club, University Club, Harvard Club, Down Town Association, City Lunch Club, New York Yacht Club, Morristown Club, Morris County Golf Club, Okeetee Club, Flat Brook Valley Club, Whippany River Club, Rockaway Hunting Club, and several others. He has his city residence at 39 East Fifty-first Street, and a country place at Morris Plains, New Jersey.

Mr. McCurdy has traveled frequently and extensively in all the countries of Europe, Northern Africa, the Levant, Cuba, Mexico and in various other countries.

He was married, in Morristown, New Jersey, on September 19, 1898, to Mary Suckley.

SAMUEL S. CONOVER, president of the Fidelity Trust Company, was born in Passaic, New Jersey, January 13, 1869, the son of Jacob B. and Arabella (Bogart) Conover. He is of Dutch descent through Wolfert Gerretsen van Couwenhoven, who emigrated from Amersfoort, Holland, in 1630, and settled near Albany, New York, afterwards residing on Manhattan Island, and in 1657 being enrolled among the burghers of New Amsterdam. Mr. Conover began has active business career in 1891, with the Fourth National Bank of New York, as private secretary to J. Edward Simmons and James G. Cannon, president and vice president of the bank, remaining with that institution for about ten years and becoming manager of the credit department of the bank. His training under these distinguished bankers was an admirable preparation for the responsible positions he has since filled. He was elected vice president and director of the Irving National Bank in 1902, and became president of that bank in 1906, resigning in 1907, to accept the presidency of the Fidelity Trust Company. Mr. Conover gives to his duties abilities of a degree that insures for the institution a safe and efficient administration. He is also trustee of the Irving Savings Institution of New York, and a trustee of the Hahnemann Hospital. He is a member of the Union League Club, Lawyers' Club, and the Chamber of Commerce, and resides in New York.

SAMUEL S. CONOVER

Mr. Conover married, in 1894, Emma F. Shaffer, and they have one daughter.

PERCY RIVINGTON PYNE, 2D

PERCY RIVINGTON PYNE, 2d, now the head of the firm of Pyne, Kendall & Hollister, bankers and brokers, was born in New York City, June 23, 1882, the son of Moses Taylor and Margaretta (Stockton) Pyne.

Both paternally and maternally Mr. Pyne is of ancient English descent, his paternal grandfather, Percy R. Pyne, having come to this country from England in 1828. The old Pyne family house in England was the "Shute" House, in Devonshire, which still stands. Among the famous English relatives in this line were: Colonel John Pyne, member of Parliament, of Curry Mallet, mentioned in D'Israeli's life of Charles I (volume 5, page 4), 1638; James Pyne, who lived at Brook House, Kent, until he sold it to Sir William Cheney, 1400; John de Pyne, member of Parliament, 1332; Sir Thomas de Pyne, 1314; Sir Robert de Pyne, 1243; Sir Thomas de Pyne, of Combe Pyne and Shute (High Sheriff of Devon) 1240; Sir Herbert de Pyne, 1225; Nicholas de Pyne, crusader under Richard I, 1191; Gilbert de Pyne, who commanded the troops employed in the siege of the Castle of Brionne under the Duke of Normandy, 1090; and the Sire des Pyne, who settled in England in 1066, being of the one hundred and eighteen knights who fought at Hastings.

Mr. Pyne's grandfather, Percy R. Pyne, who came from England, was president of the National City Bank and was prominent as a philanthropist. He married Catherine S. Taylor, daughter of Moses Taylor, one of the foremost merchants and financiers of the city in his day. He was the head and practical creator of the Delaware, Lackawanna and Western Railway. Through another line of paternal descent Mr. Pyne includes among his ancestors James Rivington, founder and publisher of Rivington's Gazette, who was a very prominent figure in the history of the City of New York, before, during, and for sometime after the Revolutionary period.

The maternal ancestry of Mr. Pyne extends back to men of great prominence in the American Revolution and the Continental Congress, his mother, who was born Margaretta Stockton, being daughter of General and Mrs. Robert F. Stockton, of New Jersey, Mrs. Stockton having been, previous to her marriage, Miss Potter, of Washington. General Stockton's father was commodore Robert Stockton ("Fighting Bob"), and his grandfather was Richard Stockton, the signer of the Declaration of Independence, who was the descendant in the fourth generation of Richard Stockton, who came from England before 1670, and after residing for several years on Long Island, purchased, about the year 1680, a tract of 6408 acres of land, of which Princeton, New Jersey, is nearly in the centre. John Stockton, father of Richard, one of the signers of the Declaration of Independence, inherited "Morven," the Stockton family seat in Princeton, and was for many years chief judge of the Court of Common Pleas of Somerset County, New Jersey. General Washington often

stopped at "Morven," which is still standing, and in which the tenth generation of the family now live.

Moses Taylor Pyne, father of Percy Rivington Pyne, 2d, is a graduate of Princeton in the Class of 1877 and LL.B. and L.H.D. of Columbia. He has large interests in railway and industrial corporations, and is a director of the City National Bank of New York, and other institutions.

Percy Rivington Pyne, 2d, was prepared for college at St. Paul's School, Concord, New Hampshire, recognized as one of the foremost preparatory schools of the country, and from there he went to Princeton University, from which his father and several other ancestors had been graduated, and completing his course after four years of scholastic and social prominence, was graduated Bachelor of Arts in the Class of 1903.

In 1904 Mr. Pyne began his financial career in connection with the Farmer's Loan and Trust Company, and in 1907 he became associated with the management of the Moses Taylor estate.

On February 8, 1909, Mr. Pyne organized the banking and stock brokerage firm of Pyne, Kendall & Hollister, with offices in the new National City Bank Building at 55 Wall Street, and has since been successfully engaged in business in that connection. He is a member of the Board of Directors of the Commercial Trust Company of Jersey City, the East River Gas Company, New Amsterdam Gas Company, Syracuse and Binghamton Railroad, Cayuga and Susquehanna Railroad, Delaware, Lackawanna and Western Coal Company, and is president and director of the Prospect Company of New Jersey. He is also a trustee of the East Side branch of the Young Men's Christian Association. Mr. Pyne brings to his business and social life a splendid equipment of natural ability, with all the advantages of a thorough education, excellent physical training, culture, and a long honored name, and his firm has already taken a place of prominence in the financial world. Mr. Pyne has attained distinction among the younger men identified with the great financial activities of Wall Street.

In social life he has attained especial prominence, and is a member of the most important clubs and societies of this and other cities, including the Union, Racquet, University and Princeton Clubs and Down Town Association of New York City; the South Side Sportsmen's Club, Meadow Brook, Rockaway Hunt, Garden City Golf, Baltusrol Golf, Morris County Golf and West Brook Golf Clubs and Princeton Graduates' Club; Automobile Club of America; Automobile Association of London, the Motor Car Touring Society (of which he is vice president and director), The Touring Club of France, The Aero Club of New York, American Museum of Natural History, Short Beach Club, Badminton Club, Underwriters' Club, The Pilgrims, Tuxedo Club and St. Nicholas Society; also the Princeton Club of Philadelphia, and others.

HAMPDEN EVANS TENER, president of the Irving Savings Institution, was born in Ireland, November 7, 1865, the son of Hampden Evans, of Scotch-Irish, and Eliza (Frost) Tener, of English parentage.

Beginning in 1882, he was with the Oliver Iron and Steel Company of Pittsburgh for about three years; then with the Continental Tube Works until about 1888, when he entered the service of the Carnegie Steel Company, in which, after holding various positions of increasing responsibility, he became one of the junior partners. He retired from that company just prior to the organization of the United States Steel Corporation, moved to New York City in 1901, and has since been affiliated with banking interests.

HAMPDEN EVANS TENER

He was a director of the Irving National Bank from 1902 until it was merged, January 1, 1907; was one of the organizers, in 1907, of the Fidelity Trust Company, and is now a director of that company, and of the Montclair (New Jersey) Trust Company, and of the Bloomfield (New Jersey) Trust Company. He became a trustee of the Irving Savings Institution, February, 1907; was chairman of its Finance Committee for 1908 and 1909; was elected its president January, 1910, and is now giving to that bank an efficient and successful administration. In 1910, Mr. Tener was appointed by Mr. Andrew Carnegie a trustee of the United States Steel-Carnegie Pension Fund.

Mr. Tener is a member of the Chamber of Commerce and of the Union League, and of the Lawyers' and Transportation Clubs of New York.

WASHINGTON EVERETT CONNOR

WASHINGTON EVERETT CONNOR, one of the most distinguished financiers in New York, and long a leading figure of the New York Stock Exchange, is a native of the old village of Greenwich, which later became known as the "old Ninth Ward," New York City. He was born December 15, 1849, the son of Cleveland A. and Eliza (Lamber) Connor. His family is of English derivation and was transplanted in America by John Connor previous to 1765, and Mr. Washington E. Connor is a descendant of his son, John Connor, Jr., born February 6, 1771, who married Janet Sayre, born November 23, 1775. The house in which Mr. Washington E. Connor was born, on Spring Street, stood next to that in which his grandfather had been born, and which, with some adjoining property, had been owned by Mr. Connor's father for more than half a century. His father, Cleveland A. Connor, was a well-known merchant and banker, who for over thirty-six years was connected with the Village Bank, which was for a long time the financial headquarters of the people and institutions of the old Greenwich Village.

Washington Everett Connor received his early education in the public schools and was afterwards for eighteen months in the Free Academy, now the College of the City of New York. He had a good record in college, being a bright student, especially in mathematical studies, for which he early manifested a great aptitude.

On leaving college he entered business life in 1866 as a clerk in the banking house of H. C. Stimson & Company, bankers and brokers, and there acquired a thorough training in the business of Wall Street, and established a wide acquaintance among influential financial men. He became a member of the New York Stock Exchange, October 6, 1871, and soon became a prominent figure in the financial world, with a reputation for great ability in the handling of stock exchange matters and for his devotion to the interests of his clients.

Mr. Connor's genius and ability attracted the attention of the late Jay Gould, whose judgment of men has never been excelled for keenness and accuracy, and in 1881 the firm of W. E. Connor & Company was formed, with George J. Gould as a general partner and Mr. Jay Gould as a special partner. This firm for many years was the confidential representative of the interests of Jay Gould, and had charge of the most important of his operations in Wall Street, and Mr. Connor was also a favorite broker of the late Russell Sage and many other of the most prominent capitalists operating in Wall Street in that day.

No man ever held a more influential position in connection with the operations of the New York stock market than did Jay Gould, who was the successful general in many a hard-fought financial campaign, in which the

coöperation and administrative ability of Mr. Conner was a valuable factor in the successful outcome.

The large brokerage business which he built up for his firm, together with extensive private operations on his own account, secured for Mr. Connor a most substantial fortune. While engaged in the brokerage business Mr. Connor was especially distinguished for his ability to keep his own counsel, and this he did to such an extent that during the famous Western Union Telegraph campaign, which resulted in the transfer of the control of that corporation from the Vanderbilts to Jay Gould, Mr. Connor, who personally conducted all of the operations, did it so quietly that Wall Street carried the impression that his firm was heavily short of stock, when in fact it was the principal owner of it. This misapprehension had been so general among the brokers that it had found its way into the newspapers of the city, and several articles had been predicated upon it to the effect that Mr. Gould had at last met his Waterloo.

At one time during the panic of 1884 it was ascertained that W. E. Connor & Company were borrowers to the extent of $12,000,000, and a combination was formed to drive them into bankruptcy. This combination began their attack by a heavy assault upon Missouri Pacific stock, but Messrs. Connor and Gould so outmatched their adversaries that when the day of reckoning came, one hundred and forty-seven houses were found short of Missouri Pacific and were forced to "cover" at heavy losses to themselves and at a great profit to W. E. Connor & Company. Mr. Jay Gould retired from Wall Street in 1886, and in the following year Mr. Connor also retired from the brokerage business. He retained, however, an active interest in many railway and other corporations for several years, but more lately has given up, largely, directorships in corporations, devoting his attention to the care of his own large property interests.

Mr. Connor has long been prominent in the Masonic fraternity, in which he has served as Master of St. Nicholas Lodge, No. 321; District Deputy Grand Master, Grand Treasurer of Grand Lodge of the State of New York, Grand Representative of Grand Lodge of England. Mr. Connor is a member of the American Geographical Society, Metropolitan Museum of Art, The American Society of Natural History, and is a member of the Union League, Lotos, Republican and National Arts Clubs of New York; also of The American, Boston and Larchmont Yacht Clubs, New York Athletic Club and Rumson Country Club. He takes active interest in many forms of recreation, but especially in yachting, with which he has for years been influentially identified; and has a favored place in the best society of the metropolis.

He married, in London, June 25, 1887, Louise Hynard, and has one son, Wayne Everett Connor, born April 13, 1888.

EDWARD WASSERMANN, of the firm of Wassermann Brothers, stock brokers, was born in San Francisco, California, April 8, 1859, son of August and Regina Wassermann. His father was a native of Munich, Bavaria, and a graduate of the University of Munich. He came to New York in 1849, and in the same year, going to San Francisco, founded the Alaska Commercial Company, which became a very important enterprise.

Edward Wassermann was educated in the San Francisco High School, later in a school at Frankfort on the Main, and in the University of Heidelberg, and also studied art in Germany.

EDWARD WASSERMANN

In 1879 he was apprenticed to a banking house in Frankfort on the Main. Four years later he went to Paris, where he was for two years with the Raphaels and the Crédit-Lyonnais, and after traveling through Europe, he returned to New York City in 1884, and established the firm of Wassermann Brothers, which has main offices at 42 Broadway, and four uptown branches. He has been a member of the New York Stock Exchange since 1888.

Mr. Wassermann is a connoisseur in several branches of art and owns a fine collection of paintings, tapestries, oriental porcelains and other *objets d'art*. He is a member of the Criterion and Lawyers' Clubs of New York, Automobile Club of America, and the Royal Ulster Yacht Club of Bengore, Ireland.

He married, in New York City, February 23, 1887, Emma Seligman (now deceased), daughter of the late Jesse and Henrietta Seligman. He has three children: Jesse A., Renee Henrietta, and Edward, Jr.

WALTHER LÜTTGEN

WALTHER LÜTTGEN, one of the best known of the representative bankers of New York City, enjoys the almost unique distinction of more than a half century's connection with the firm of which he is now a member. He is of German descent and nativity, born in Solingen, Germany, January 7, 1839, son of Carl August and Johanne (Struller) Lüttgen.

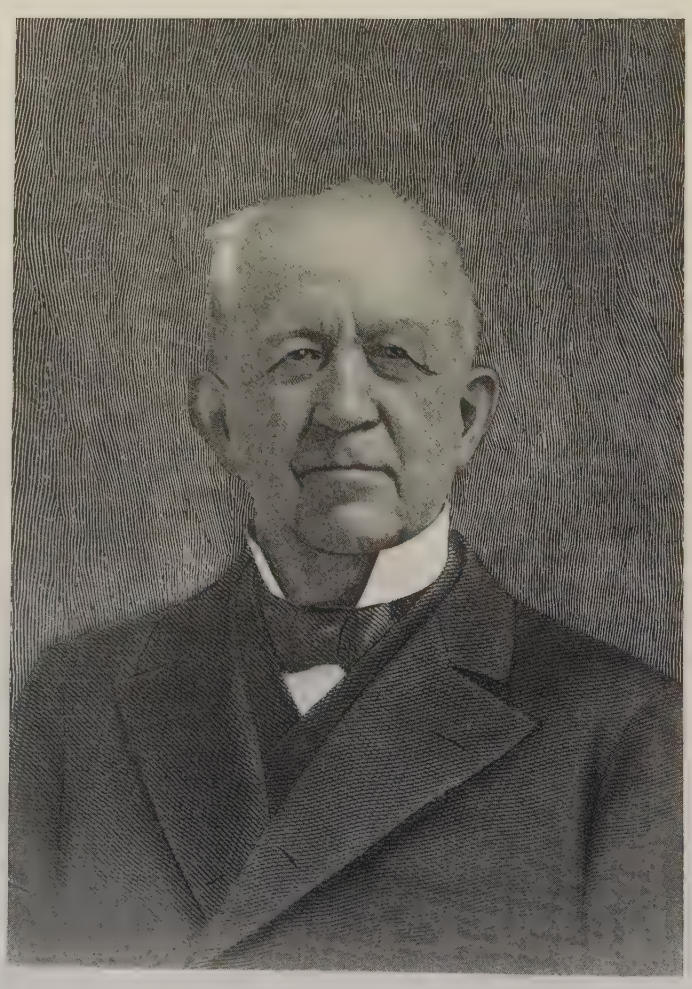
He attended public and private schools in Germany until 1854, when he came to New York with his parents and then, after a year at school here, he entered upon a business career with a custom-house broker from 1855 to 1857, then with a hardware importing house until 1859, when he entered the house of August Belmont & Company. He began his employment as a junior clerk, afterward becoming connected in closer and more confidential relations with the business until in 1880 he was admitted to a partnership in the firm. During fifty-one years, as employee and partner, he has been a valued aid and counselor of the Belmonts, father and son, and has been at all times an active factor in the large operations of the firm, which has always been one of the foremost in the financial activities of New York, and identified with the financing of many great national enterprises.

He has been identified with many important corporate enterprises, and during the past twenty-five years has been a director of the Illinois Central Railroad Company; is a director of the Rapid Transit Subway Construction Company and identified with various other important interests, which have the benefit of his active participation and experienced counsel, so far as the exacting duties of the large banking house of August Belmont & Company, many of which are placed in his hands, will permit of his undertaking to take part in other enterprises.

Mr. Lüttgen is one of the most prominent of the German-American citizens of New York, and has a large personal following. He formerly was a resident of New Jersey, and held various minor and local offices, but never was an aspirant for political office. He is, however, much interested in politics in the larger sense, being strongly Democratic in principle and favoring a tariff for revenue only as a present economic expedient, but eventually of free trade as the best permanent policy.

He is a member of the Metropolitan Museum of Art, the American Museum of Natural History, American Geographical Society, New York Zoölogical Society, New York Botanical Society, Legal Aid Society, German Society, German Hospital, Down Town Association, New York Yacht Club, Automobile Club of America, New York Athletic Club, and Columbia Yacht Club. He has his town house on West End Avenue, and his country home at Redding, Connecticut.

Mr. Lüttgen married, in Brooklyn, May 23, 1866, Amelia Victoria Bremeyer, and has two daughters: Florence Amelia and Gertrude Marion.



JOHN INSLEY BLAIR

JOHN INSLEY BLAIR, capitalist, financier, philanthropist, and one of the distinguished Americans of the Nineteenth Century, was born near Belvidere, Warren County, New Jersey, August 22, 1802, the son of James Blair, a farmer, and a direct descendant from John Blair, who came to this country from Scotland in 1720.

Mr. Blair attended the village school during the winter until he was eleven years old, when he became clerk for a cousin in a store at Hope, New Jersey, and was thereafter self-supporting. Eight years later he and his kinsman, John Blair, started a general country store at Blairstown, New Jersey, of which he became sole proprietor two years later. He established branch stores at Marksborough, Johnsonsburg and Huntsville, New Jersey, continued in the mercantile business for forty years, and established flour mills, textile and other industries, and was postmaster of Blairstown for forty years.

About 1833, with associates, he engaged in developing iron mines near Oxford Furnace, a forge that had been in operation since ante-Revolutionary days. He was one of the organizers in 1846 of the Lackawanna Coal and Iron Company, built several railroads and took a leading part in the building, in 1856, of the Delaware, Lackawanna and Western Railroad.

He built the first railroad across the State of Iowa, and afterward built more than two thousand miles of railroad in that State and Nebraska, and other roads in Wisconsin, Kansas, Missouri, Dakota, Texas. More than eighty Western towns were laid out through his instrumentality, and he became one of the original directors of the Union Pacific Railroad Company and controlling owner of many large corporations, East and West.

In connection with his large financial interests he became founder of the well-known banking firm of Blair & Company, which is one of the most important in the financial district of New York.

He was a prominent Presbyterian layman, and, besides donating land and building, endowed with $150,000 the Blair Academy in Blairstown. He also gave more than a million dollars to Presbyterian institutions, founded professorships in Princeton and Lafayette and made generous contributions to Western colleges. In the eighty towns which he laid out in the West, more than one hundred churches were erected, largely through his generosity.

He was an active Republican from the organization of the party, delegate to every national convention, and once nominee of the party for governor of New Jersey in 1868.

He married, in 1826, Nancy Locke, daughter of John Locke, and had two sons: Marcus L. and DeWitt Clinton Blair; and two daughters: Emma L., who married Charles Scribner, the publisher; and Aurelia, who married Clarence G. Mitchell. Mr. Blair died in 1899 at the age of ninety-seven.

LEMUEL COLEMAN BENEDICT

LEMUEL COLEMAN BENEDICT, of the stock brokerage firm of Benedict, Drysdale & Company, was born in Brooklyn, New York, June 30, 1867, son of Coleman and Mary A. (Cleland) Benedict.

Mr. Benedict is of an old New York family of English origin, his earliest American ancestor being Thomas Benedict, who came from England to New Netherland in 1662, and on March 20, 1663, was appointed a magistrate by Director-General Stuyvesant. From him were descended men of prominence and distinction in many vocations, some of whom were active and prominent on the American side during the Revolutionary War, and also in the Union Army during the Civil War; while others were men of mark in many lines of professional and business life. Jesse W. Benedict, his grandfather, was a prominent lawyer, and his law firm the oldest and one of the most highly respected in this city. Coleman Benedict, father of Lemuel C. Benedict, was a stock broker, well known and highly esteemed in the financial circles of the metropolis.

Mr. Benedict was educated in the Polytechnic Institute of Brooklyn and the Ury House School at Foxchase, Pennsylvania, and having completed his educational preparation, he secured employment, in the autumn of 1884, with the prominent firm of William Wall's Sons, rope manufacturers, and remained with that firm for four years, leaving on account of illness. After a period of rest and recuperation, he secured employment in 1889 with M. C. Bouvier, stock broker, of New York City, and in that connection made himself thoroughly familiar with stock market operations. On January 2, 1890, he purchased a seat on the New York Stock Exchange, and became a member of the firm of James McGovern & Company, which firm succeeded Coleman Benedict & Company, and on December 31, 1904, upon the retirement of Mr. McGovern, who was a leading figure in the financial district, and one of the principal members of the firm of Coleman Benedict & Company. Mr. Benedict, with Mr. Robert A. Drysdale, a partner of James McGovern & Company, formed the present firm of Benedict, Drysdale & Company.

During his twenty years' connection with Stock Exchange business Mr. Benedict's firm has been identified with many large financial operations. It is one of the best known engaged in Wall Street business and commands a large and influential clientele.

Mr. Benedict is a Republican, although not active in political affairs. He is a member of the Chamber of Commerce, the Racquet and Tennis Club, New York Yacht Club, Atlantic Yacht Club, Calumet Club, the New York Stock Exchange Luncheon Club, and the Society of Colonial Wars.

He married, in Richmond, Virginia, June 4, 1908, Carrie Bridewell, and they have their home at 216 West Seventy-second Street.

CHARLES HAYDEN

CHARLES HAYDEN, senior member of the firm of Hayden, Stone & Company, bankers and brokers, of Boston, New York and other cities, and one of the best-known financial men of the country, was born in Boston, Massachusetts, July 9, 1870, the son of Josiah W. and Emma A. (Maxwell) Hayden.

After a sound preparatory education he entered the Massachusetts Institute of Technology, from which he was graduated with the degree of Bachelor of Science in the Class of 1892.

In February, 1892, in association with Galen L. Stone, he established, in Boston, the firm of Hayden, Stone & Company, which has from its inception done a successful business, the volume of which has increased each year from its origin, not only in the parent house at Boston, but also by establishing other offices in New York City; Portland, Maine; New Haven, Connecticut; Detroit, Michigan; Bar Harbor, Maine; and Newport, Rhode Island. There has been added to the membership of the firm N. B. MacKelvie, the active head of the New York house, and J. A. Downs, both of whom entered the firm in 1906, and Felix Rosen, who became a member of the firm in 1908. The Boston house, at 87 Milk Street, has especially large interests in the handling of copper and metal stocks, which form so important a feature in the activities of that market, but are also identified with all leading lines of securities, while in the New York office, at 25 Broad Street, the firm are brokers in general lines of stocks and bonds, with connections and facilities surpassed by no other firm for transactions of this kind on behalf of their clients, among whom are included many prominent financial institutions, capitalists and investors throughout the country.

Mr. Hayden is known as a man of sound financial judgment and excellent executive ability, and is officer or director of many important corporations. He is trustee and a member of the Executive Committee of the Boston and Worcester Electric Companies; treasurer and director of the Continental Zinc Company; director and member of the Executive Committee of the Lamson Consolidated Store Service Company, and the Shannon Copper Company; and a director of the National Shawmut Bank of Boston, Massachusetts; also a director of the Utah Copper Company, Nevada Consolidated Copper Company, Ray Consolidated Copper Company, Chino Consolidated Copper Company, Nevada Northern Railway Company, Twin City Rapid Transit Company, and the American Pneumatic Service Company; and treasurer and director of the United Telephone Company. He is a member of the New York Stock Exchange and the Boston Stock Exchange.

Mr. Hayden was major and aide-de-camp on the general staff of the Massachusetts Volunteer Militia; was disbursing officer of the United States in Massachusetts during the Spanish-American War, and is now paymaster

general of the Massachusetts Volunteer Militia; and he is one of the most efficient officers in the military establishment of the Bay State.

He is a member of the Theta Xi Fraternity, of the University Club, Algonquin Club, Boston Athletic Club, Art Club, Country Club, and Exchange Club of Boston, and of the Nahant Club of Nahant, Massachusetts, having his residence at the latter club. He is also a member of the New York Yacht Club, Eastern Yacht Club and Boston Yacht Club, and of the Massachusetts Automobile Club; steward of the National Steeplechase and Hunt Association, and member of the Metropolitan Club of Washington, D. C., and the Metropolitan Club of New York.

Galen L. Stone, the other of the original members and founders of the firm of Hayden, Stone & Company, is a native of Boston, and since completing his educational preparation has been actively identified with large financial activities. He is one of the soundest financiers in that market; a close student of the market and possessing a most complete knowledge of values, and more especially is this the case in reference to copper stocks and such other stocks and bonds as are most largely handled on the Boston Exchange. His sound and expert judgment and thorough financial insight have been valuable factors among the many which have contributed to give the firm of Hayden, Stone & Company the prestige it has attained in the financial world.

His tested qualifications as a judicious executive and able administrator have brought about his selection for membership in several directorates including some of great importance. He is a director of the Old Colony Trust Company, one of the greatest of the financial institutions of Boston, the Atlantic, Gulf and West India Steamship Company, United States Smelting, Refining and Mining Company, the Massachusetts Electric Street Railway Company, Lake Copper Company, Clyde Steamship Company, Mallory Steamship Company, New York and Cuba Mail Steamship Company (Ward Line), New York and Porto Rico Steamship Company (of Maine), and other corporations.

He is married and has four children; lives in Brookline, Massachusetts, and has his summer home at Marion, Massachusetts.

The close connection of the firm with the various markets, through membership in the New York and Boston Stock Exchanges and through a clientele of national breadth, has given it an organization which is directed in such a way as to give the firm an effectiveness, such as few houses enjoy, for the carrying out of financial campaigns in the stock market. The house is constantly identified with many of the most important operations on the New York and Boston Exchanges. The New York house, under the immediate management of Mr. N. B. MacKelvie of the firm, has been steadily prosperous, and is regarded as one of the strongest in the metropolis.

JOSEPH TATE, banker and broker, was born in Tompkinsville, Staten Island, December 28, 1849, the son of James and Elizabeth (McLean) Tate. The family, originally from the north of Ireland, has been settled in this country for several generations.

Mr. Tate was educated in public schools, and at the private school conducted by Rev. John H. Sinclair at Stapleton, Staten Island.

JOSEPH TATE

On leaving school he was employed in a Wall Street house, later becoming a clerk, first with Nathan Cohen & Company and afterward with James Boyd, and in 1870 entered the employ of Closson & Hays, remaining there until its dissolution in 1885, when he became partner in the firm of E. St. John Hays & Company, its successor, which was in turn succeeded in 1899 by Tate & Hays, of 71 Broadway, bankers and brokers, now composed of Joseph Tate, William Henry Hays and Augustus Knapp. The firm has membership in the New York Stock Exchange and is one of the best known of the houses now connected with that institution and operating on its floor. Mr. Tate is also president and director of the Eighth Avenue Railroad Company and Ninth Avenue Railroad Company. He is a member of the National Geographic Society, the Navy League of the United States, and the New York, New York Athletic, Economic, and Staten Island Clubs.

He married, at Stapleton, Staten Island, November 16, 1875, Annie Livingston Warner, and has one daughter, Annie Warner, who married Frank De Witt Pitkin.

HENRY SANDERSON

HENRY SANDERSON, now senior member of the New York Stock Exchange firm of Sanderson & Brown, is a native of Titusville, Pa., where he was born December 20, 1867, son of Edward P. and Elise (Crassous) Sanderson. He is of English descent on his father's and French on his mother's side, and his maternal great-grandfather was governor of the Island of Martinique, in the West Indies. On the paternal side his first American ancestor was John Sanderson, who came from England, about 1765, to America, settling in Pennsylvania. His paternal grandfather, Joseph M. Sanderson, was a noted educator and classical scholar and author of Biography of the Signers of the Declaration of Independence.

Henry Sanderson was educated in public schools and privately, and becoming interested in the subject of electrical illumination, he was one of the pioneers in the electric lighting interest in New York City, becoming secretary, in 1889, of the Mount Morris Electric Light Company, the American Electric Light Company of New York, and the Yonkers Electric Light Company of Yonkers, N. Y. He afterward became president of those corporations, which he sold, in 1898, to the Whitney-Brady syndicate; and assisted in organizing the present New York Edison Company. In 1900 he established and became president of the New York Transportation Company and the Fifth Avenue Stage Company, and in 1901 he organized and became president of the first trolley express service in New York State, the Metropolitan Express Company, operating between New York City and Westchester. In 1905 he came to Wall Street, organizing the Stock Exchange firm now known as Sanderson & Brown, of which he is the senior member. He is now a director of the New York Transportation Company, Metropolitan Express Company, Fifth Avenue Coach Company, Metropolitan Securities Company, Motor Cab Company of New York, Taximeter Carriage Company, Eagle Gold Mining Company, Park Carriage Company, and Yonkers Electric Light and Power Company, and is identified with a number of large interests as a stockholder. The banking firm of Sanderson & Brown is one of the best known in Wall Street.

Mr. Sanderson is a Republican in politics, and is well known in social life. His favorite recreation is motoring, and he is president of the Automobile Club of America. He is also a member of the Metropolitan Club, New York Yacht Club, New York Athletic Club, Liederkranz, New York Railroad Club, Rumson Country Club, Red Bank Yacht Club, and the Pennsylvania Society of New York. He has his town home at 130 East Sixty-seventh Street, and a country house at Locust Point, New Jersey.

Mr. Sanderson married, at Irvington-on-Hudson, New York, February 1, 1893, Beatrice Walter, and has two children: James Reed Sanderson, born November 12, 1894, and Henry Geoffrey Sanderson, born August 10, 1899.

BENJAMIN BUTTERS BRYAN

BENJAMIN BUTTERS BRYAN, who has long held a position of distinction in the grain commission trade, was born in Savannah, Georgia, October 11, 1860, the son of James William Findlay Bryan and Allison McIntyre (Butters) Bryan, both of whom were born in Scotland. His father, who came from Glasgow, Scotland, where he was in the grain and provision business, came to America about 1850, and settled in Savannah, Georgia, where, during the Civil War, he joined the Savannah Guards, and was killed at Charleston, South Carolina, in 1862.

In boyhood Mr. Bryan was sent to Scotland, where he was educated in the Carleton Commercial Academy, Glasgow.

He started upon his business career in 1876 with the old firm of Dunlop Brothers, grain and flour merchants, in Glasgow, Scotland, afterward leaving them to enter his uncle's firm, D. Butters & Company, grain shippers, in Montreal, Canada. Receiving an offer from the Bank of Montreal, he was engaged in the service of that institution for about four years, at the end of which time he left to again enter the grain business, in Chicago. For the past twenty-five years he has been connected with and active in the Chicago Board of Trade grain commission and New York stock and cotton brokerage business, and partner in the old and well-known firm of F. G. Logan & Company, who were succeeded by Logan & Bryan, the present firm.

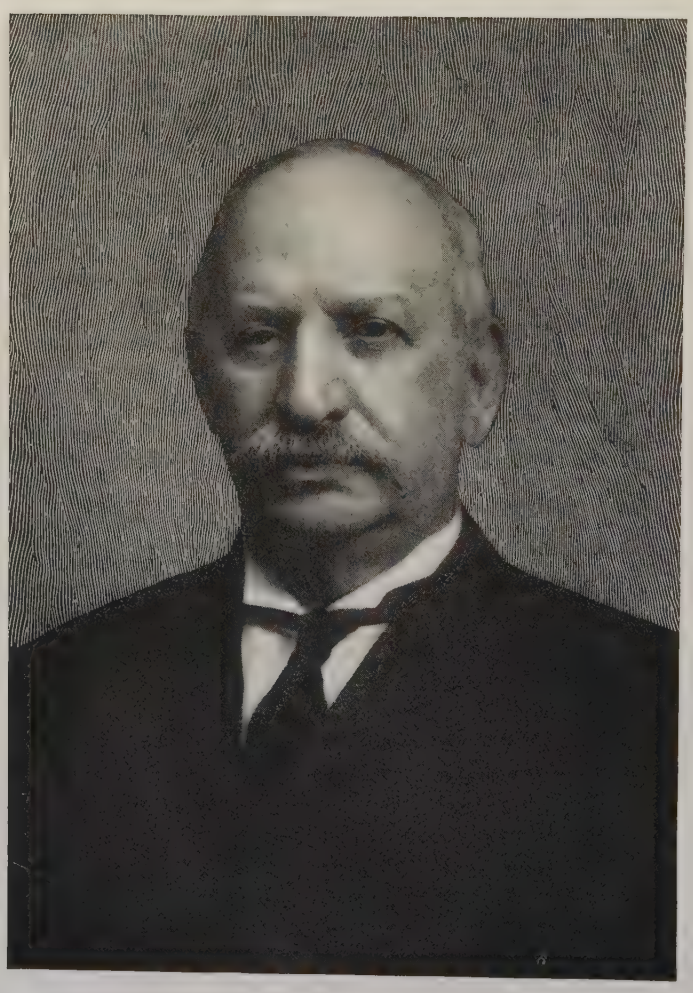
Mr. Bryan, as director of the Chicago Board of Trade and chairman of its Promotion Committee, was at the head of much hard work done for that institution in the interests of that and other exchanges, as well as at Washington, D. C., and all over this country, serving as a member of the Committee of Four, representing the Chicago Board of Trade in defending legitimate exchanges before President Roosevelt and Congress in 1908.

He is a member of the New York Stock Exchange, Cotton Exchange, Coffee Exchange and Produce Exchange, New Orleans Cotton Exchange, Chicago Board of Trade, and other exchanges.

Mr. Bryan established the first private wire between New York and the Pacific for expediting and handling brokerage business, as well as establishing the well-known Logan & Bryan private wire system covering over twenty thousand miles of territory in the United States and Canada and doing a stock brokerage business with all exchanges. He makes his business headquarters at the New York office of Logan & Bryan, 111 Broadway.

He is a member of the Union League and other clubs in Chicago and of the Calumet Club in New York City. His city residence is at the Holland House, and he has a country residence at Allenhurst, New Jersey.

Mr. Bryan married, in Chicago, Mary Clara Taylor, daughter of James Madison Taylor, of Philadelphia, and has had three sons: James T. Bryan, born 1891; Benjamin Butters Bryan, Jr., born 1893; and one deceased.



ANSEL OPPENHEIM

ANSEL OPPENHEIM, one of the most successful of the enterprising and progressive men who found their way to fortune and distinction by an intelligent realization of the opportunities afforded by the growth of the Northwest, is a native of New York City, born here January 5, 1847, the son of Isaac and Henrietta (Worms) Oppenheim. His father, Isaac Oppenheim, was a native of Germany, who came to this country in 1842 and engaged with much success in the mercantile business in New York City.

Mr. Oppenheim received an excellent education in the public schools and college of New York. He commenced the study of law at an early age, removing to Sparta, Wisconsin, in 1874, and continued his studies after he was married. His marriage took place June 21, 1869, to Josie Greve, daughter of Herman Greve. At that time Mr. Greve lived at Sparta, Wisconsin, and he had a well-established position and a high reputation throughout the State. He went to Saint Paul in 1885, and at the time of his death was one of the largest owners of Saint Paul real estate. Mr. Oppenheim was admitted to the bar of Minnesota in 1878, at Saint Paul, of which city he became one of the foremost citizens.

Possessed of keen insight and judicial mind, Mr. Oppenheim had every qualification, in addition to technical knowledge, to make him successful at the bar, and he formed a copartnership with the Hon. John Brisbin, and engaged in the practice of law at Saint Paul, Minnesota. He did not, however, continue long in professional work, a study of the conditions in Minnesota and the Northwest having convinced him that in the real estate business he would find a more ready road to financial success. He and his father-in-law organized a firm under the title of H. Greve & Company, and they entered upon a career of large dealings in real estate. That firm purchased the Saint Paul City Railway in 1880, and Mr. Oppenheim, after that, became interested in many of the most important and successful investment enterprises in the Minnesota capital. He was a member of the firm of Oppenheim & Kalman who, with associates, built the Metropolitan Opera House in Saint Paul, which at the time of its building was regarded as the finest edifice of its kind in the Northwest; and he was president of the Union Stock Yards of Saint Paul, Minnesota, when they were built.

He acquired other interests, and he participated very actively in railway undertakings and particularly in the Chicago, Saint Paul and Kansas City Railroad, which was afterwards merged in the present Chicago Great Western Railway, of which he was vice president and director, that company owning an important railway system extending from Chicago northwest to Saint Paul, and southwest to Kansas City. He is still interested as director in numerous corporations in Saint Paul, including the Interstate Investment Company,

Limited, of which he is vice president, and the Metropolitan Opera House of Saint Paul.

There is no man who has better judgment of values and investments in the Northwest than Mr. Oppenheim, and he is an authority upon that subject, frequently interviewed by the financial papers of New York with regard to Northwest conditions and investments; and he has also written several articles for London financial journals on subjects pertaining to Minnesota and the Northwest.

Mr. Oppenheim is public spirited, and has never been so absorbed in his business as to be indifferent to questions of general welfare. Before he left New York for the West, he served as a member of the Thirty-seventh Regiment of the National Guard of the State of New York, and after becoming a citizen of Saint Paul, he received several civic appointments, being appointed, in 1880, a member of the Board of Equalization of the State of Minnesota, and in 1890 was a member of the Assembly of the City Council of Saint Paul, Minnesota. He is a Democrat in politics, and served as chairman of the Democratic County Committee of Ramsey County, Minnesota, at Saint Paul; was also chairman of the State Democratic Committee of Minnesota, and he was a delegate to the National Democratic Convention which nominated Grover Cleveland for the first time for President of the United States at Chicago in 1884.

Mr. Oppenheim has most valuable financial connections, East, West and abroad, and a large acquaintance with American and foreign capitalists, which has been of valuable assistance in his extensive operations. He has his office in the Oppenheim Building, at Saint Paul, Minnesota, and a New York office at 31 Nassau Street, and is a nonresident member of the National Democratic Club of New York City. He is also a member of the Town and Country Club of Saint Paul, the Minnesota Club of Saint Paul, and The Historical Society of Minnesota and of several other societies; and is a member of the Masonic Order.

Mrs. Oppenheim holds a very prominent place in the best social circles of Saint Paul, and is also well known in New York Society; is an author of several books and a frequent contributor of verse to leading magazines. She has been very largely identified with charitable and civic improvement work in Saint Paul.

Mr. and Mrs. Oppenheim have three sons. The eldest of these, Herman Oppenheim, born July 19, 1870, is a lawyer by profession and has served as assistant corporation attorney of Saint Paul. The second son, Lucius Julius Oppenheim, who is a member of the New York Stock Exchange, married, in 1906, Genevieve Thomas, of Baltimore; and the third son is Greve Oppenheim.

GEORGE WASHINGTON YOUNG, banker, was born in Jersey City, N. J., July 1, 1864, being the son of Peter and Mary (Crosby) Young, both of Scotch-Irish extraction. He was educated in public and high schools, and took a scientific course in Cooper Union.

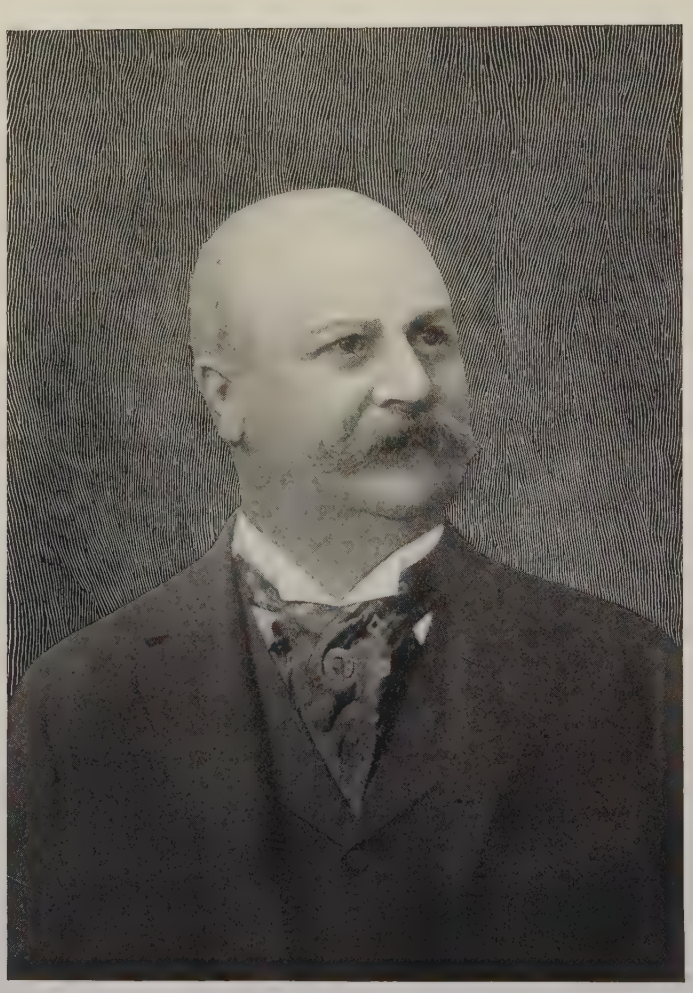
He entered a lawyer's office at thirteen, later entering the Hudson County National Bank, of which he became receiving teller at eighteen. The same year he received appointment from President Arthur and passed the entrance examination for the United States Military Academy, but his father's illness and death precluded him from entering.

GEORGE WASHINGTON YOUNG

Continuing in the banking business, he was elected secretary and treasurer of the New Jersey Title Guarantee and Trust Company at the age of twenty-one; and at twenty-eight became vice president and treasurer of the United States Mortgage and Trust Company, and a year later its president, serving as such twelve years, until in March, 1905, he established the private banking house of George W. Young & Company, now one of the most prominent in New York.

Mr. Young is a member of the Chamber of Commerce, the Zoölogical Society, Metropolitan Museum of Art, Automobile Club of America, and numerous leading clubs of New York, Chicago and New Jersey.

He has been twice married and has a daughter, Dorothy, and a son, George Washington, Jr. His present wife is Lillian Nordica, one of the most distinguished grand opera singers of the age. He is a resident of New Jersey, his home being at Oakwood Farm, Deal Beach, N. J.



RICHARD PURDY LOUNSBERY

RICHARD PURDY LOUNSBERY, head of the firm of Lounsbery & Company, one of the most prominent of those connected with the New York Stock Exchange, was born in Bedford, New York, August 9, 1845, the son of James Lounsbery, a prominent dry goods merchant of New York City, and of Ann Phillips (Rundle) Lounsbery, daughter of Solomon Rundle, of Peekskill, New York.

He is descended on both sides from early English settlers, of New England and New York, his earliest paternal ancestor having been Richard Lounsbery, who came from Yorkshire, England, in 1643, and settled at Rye, New York. His mother was a descendant of Rev. George Phillips, who was minister on the Arabella, the ship in which Governor Winthrop came from England, in 1630, and in that Phillips family have been many men of distinction, including John and Samuel Phillips, founders of the Phillips Exeter and Phillips Andover Academies; John Phillips, the first mayor of Boston; Wendell Phillips, the orator, and Bishop Phillips Brooks.

Richard Purdy Lounsbery was educated in the Bedford Academy under General James W. Husted, and was instructed by Rev. Robert Bolton, who wrote the History of Westchester County, and was prepared for college by Professor Albert W. Williamson.

Mr. Lounsbery went into Wall Street with Henry Knickerbocker in 1863, that firm later becoming Mills, Knickerbocker & Company, bankers and brokers, with whom he remained until January 1, 1867, when he went into the bond and gold business with W. S. Fanshawe, under the firm name of Lounsbery & Fanshawe. That firm did a large business, principally for Jay Cooke & Company, Fisk & Hatch, J. P. Morgan, and Stern Brothers of London. The firm made a substantial fortune during the Black Friday Panic of September, 1869; the members retired and went to Europe in December, 1869. Mr. Lounsbery became a member of the New York Stock Exchange May, 1869.

After returning from Europe, Mr. Lounsbery traveled through the West, visiting California in 1871. While in the West he became interested in mining, making investigations that gave him a valuable practical knowledge of mining methods and operations, forming an especially effective foundation for the large business in mining securities which he subsequently undertook. He bought some mines in Utah, and built smelting works in 1872, the first shaft furnace to reduce silver and lead ores in this country. His connection with the actual organization, equipment and management of mines, continuing for over six years, and the knowledge he gained in regard to the various mining districts of the Pacific coast, gave direction to his business plans, and when he returned to Wall Street, in 1877, it was to take up the banking and brokerage business with a specialty in mining securities, backed by a fund of expert

knowledge of the mining situation such as few other men on the street possessed in equal degree.

He established the firm of Lounsbery & Haggin, in association with Ben Ali Haggin. That firm built up a very successful business in which the handling of the securities of prominent gold, silver and copper mining corporations was a leading, though by no means an exclusive feature, the operations of the firm covering all the varied departments of a general banking and stock brokerage business. That partnership continued until 1884, when Mr. Haggin retired and the firm of Lounsbery & Company succeeded, the present members of which are Mr. Lounsbery, Walter Deady, and Philip M. Lydig. The firm is one of the strongest and best known in the Wall Street district, having participated in many of the most extensive financial operations during its long connection with the Stock Exchange. Among the important operations of the firm were the placing of the Ontario (silver), Homestake (gold), and Anaconda (copper) stocks on the New York Stock Exchange.

Mr. Lounsbery is interested financially in a number of mining corporations, and is a director of the Mutual Trust Company, of Westchester County, New York. His high standing in the business community is based upon a record in which are displayed uniform loyalty to the interests confided to his care and the skill of the experienced financier in the conducting of negotiations and the planning and direction of stock market campaign, in which his success has been such as to fully justify his reputation as one of the best informed and most skillful of the financial men of the Wall Street district. He enjoys much personal popularity and has many valued friendships, as well as business connections, among the leading men of "the street."

Mr. Lounsbery is a Republican in politics, though not politically active, and he is a vestryman of St. Matthew's Church (Protestant Episcopal), in Bedford, New York.

Mr. Lounsbery is fond of outdoor sports, including hunting, fishing, and yachting, and he has numerous social and club affiliations. He is a member of the Metropolitan Museum of Art, the American Museum of Natural History, the New York Zoölogical Society, New York Horticultural Society and Botanical Gardens, the St. Nicholas and New England Societies of New York; is a member of the City, Union League, Metropolitan, New York Yacht, New York Athletic, Grolier, Rocky Mountain, City Midday, Stock Exchange Luncheon, and Riding Clubs, of New York; the St. James Club of Montreal, the Forest and Stream, and Saint Jerome Clubs of Canada.

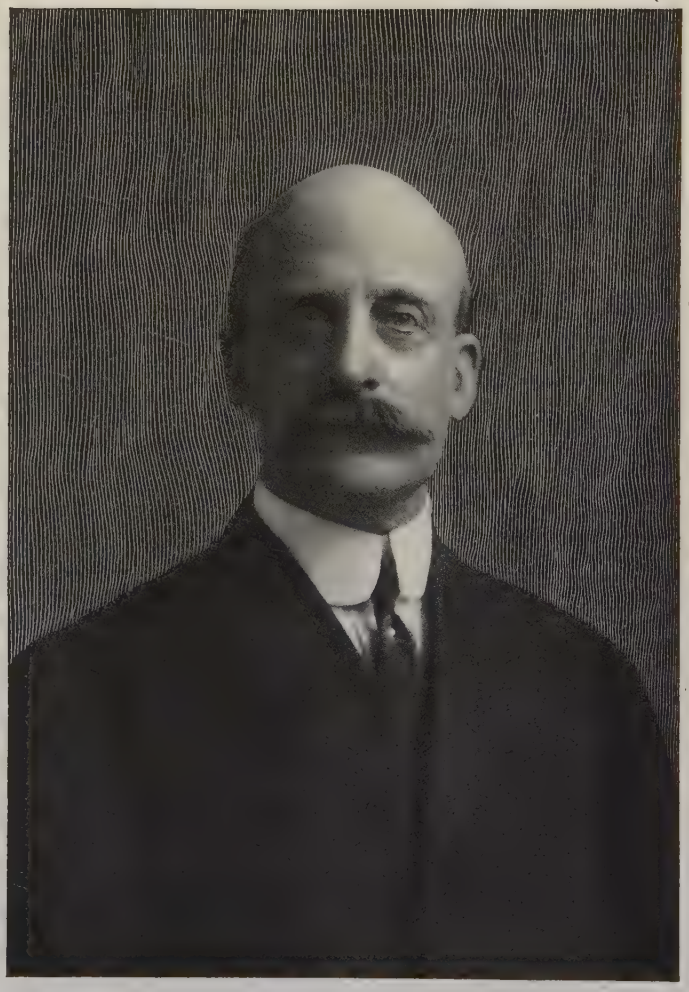
Mr. Lounsbery married at San Francisco, California, August 21, 1878, Edith Haggin, daughter of James B. Haggin. They have three children: James Ben Ali Haggin Lounsbery, who married Rhea Seaver; Edith Lounsbery, who married Henry Pierepont Perry; and Richard Lounsbery.

NORMAN BRUCE REAM, one of the most prominent of American capitalists and men of affairs, was born in Somerset County, Pennsylvania, November 5, 1844. His boyhood was spent on the farm and in acquiring an education in the common and normal schools. He taught school for one term and then started in as a farmer, also procuring a photograph outfit and dividing his time between the two occupations, until the call of Mr. Lincoln for troops roused in him a desire for service. He enlisted as a private in the Eighty-fifth Pennsylvania Volunteers, went to the front and took part in the battles of his regiment, was promoted to first lieutenant for gallantry in action, and continued in the service until incapacitated by wounds received in battle near Savannah, Georgia, and returned to his home a commissioned officer before he had attained his majority.

As soon as his wounds would permit, he went to work as clerk in a store at Harnedsville, Pennsylvania, where he was employed in 1865 and 1866, and then, having saved some money, he went West, and started in business for himself at Princeton, Illinois, in 1866, afterward establishing in business in live stock, grain, real estate and agricultural implements in Osceola, Iowa, and continuing those enterprises until 1871, when he went to Chicago, engaging in a live stock and grain commission business. He continued in that business until 1888, in the meantime making sagacious investments in real estate, street railway and bank stocks, railroad stocks and other conservative and well-chosen securities, so that when he retired from the commission business to devote his attention to the management of his personal interests and investments he had already attained an important place in the list of the most prominent, as well as the wisest, of the capitalists and financiers of Chicago.

Mr. Ream has been a director of the First National Bank of Chicago for many years, and also a director of the Pullman Company, and he is a trustee of the estate of the late George M. Pullman. He has been a member of the Board of Directors of the United States Steel Corporation from its incorporation, and is also a member of the Finance Committee. He is a director of numerous railroad companies, prominent among which are the Baltimore and Ohio, Erie Railroad, Chicago and Erie, Chicago, Burlington and Quincy, Cincinnati, Hamilton and Dayton, New York, Susquehanna and Western, Pere Marquette, Seaboard Air Line, Brooklyn Rapid Transit, and others; and director of the International Harvester Company, the National Biscuit Company; trustee of the Metropolitan Trust Company of New York, New York Trust Company, and several other corporations.

Mr. Ream has a country home in Connecticut; finds his chief recreations in art, and literature, and is a connoisseur of paintings, including in his collection some of the finest specimens of mediæval and modern art. He married Miss Carrie Putnam, at Madison, New York, in 1876.



GEORGE THEODORE SMITH

GEORGE THEODORE SMITH, now president and director of the First National Bank of Jersey City, New Jersey, is a native of New York City, where he was born, April 29, 1855, the son of Charles Tappan and Martha Elizabeth Smith. He is descended of an old New England family, of which the first American ancestor was Charles B. Smith, who was mayor of Portland, Maine. Charles Tappan Smith, father of George Theodore Smith, was best known as a constructor of telegraph lines in the early days of telegraphy.

His son, George Theodore Smith, was educated in Grammar School Number 35 and the College of the City of New York, until 1872, when he entered the service of the Pennsylvania Railroad Company, in which he remained for thirty-seven years, serving in various positions, the last of which was that of general agent of the company in New York, in charge of the commercial and operating features, in which he continued until 1909, when he became president of the First National Bank of Jersey City, New Jersey. Mr. Smith has long been identified with important financial and corporate interests and he is identified with a number of important companies as officer and director; is vice president and director of the E. L. Young Company; vice president and director of the American Graphite Company; president and director of the Joseph Dixon Crucible Company; vice president and director of the Colonial Life Insurance Company of America; president and director of the Pavonia Trust Company; vice president and director of the New Jersey Title, Guarantee and Trust Company; director of the Bayonne Trust Company, the Bergen and Lafayette Trust Company, People's Trust Company, Trust Company of New Jersey, West Hudson County Trust Company, and Raritan River Railroad Company; and is a member of the Board of Managers of the Provident Institute for Savings.

Mr. Smith is a Democrat in politics and prominent in the party in Jersey City, and influential in the councils of the party, though not a politician. His position as one of the leading financiers and citizens of Jersey City has been earned in a career of great activity in business, and the application of sound judgment and marked executive and administrative ability.

He is a member of the Automobile Club of America, the Lawyers' Club, Traffic Club, and Railroad Club of New York City; the Carteret and Jersey City Clubs of Jersey City, New Jersey; the Essex County Country Club and Automobile Club of New Jersey, at Newark. Besides his city residence in Jersey City, Mr. Smith has a country home at Elberon, New Jersey.

He married, in Saint John's Protestant Episcopal Church, in Jersey City, April 25, 1882, Hattie Louise Young, and of that marriage there have been two children: Edward Young Smith, who was born October 7, 1883 and died in July, 1889, and Natalie Young Smith, born July 2, 1887.

JOHN HENDERSON EMANUEL, JR.

JOHN HENDERSON EMANUEL, JR., who has obtained a prominent standing in the financial circles of New York as head of the Stock Exchange firm of Emanuel, Parker & Company, is a native and lifelong resident of Brooklyn Borough. He was born May 8, 1870, being the son of John Henderson and Margaret Waters (Sayre) Emanuel. His father was for several years engaged in a successful business as a grain and provision broker, and the son's training was directed with a view to his preparation for an active business career.

He was educated in the public schools of Brooklyn until 1886, when he entered upon the activities of business life as an employee at the house of J. P. Morgan & Company. In that great banking institution he remained, in various departments, until 1905, acquiring there a broad and comprehensive knowledge of banking principles and methods, and an acquaintance with investment values and with prominent people in the world of finance, which constituted an admirable preparation and equipment for the independent business in which he has since been engaged.

In 1905, with associates, Mr. Emanuel established the Stock Exchange firm of Emanuel, Parker & Company, bankers and brokers, of which he is the senior member, the other partners being Grenville Parker, Samuel A. Walsh, Jr., and Charles E. McElroy. The principal offices of the firm are at 15 Wall Street, New York City, and a branch office is maintained at Albany, New York, in which city the firm have also established an extensive banking and brokerage business. Mr. Emanuel has earned the reputation of being one of the best informed and most successful of the younger representatives of financial interests in Wall Street, and his firm has steadily increased in prestige and business, and now has a large and influential clientele.

Mr. Emanuel has traveled extensively in practically all sections of the United States and Mexico. He is a Republican in his political affiliations, but he has not been active in political affairs beyond the ordinary duties of a citizen and a voter.

Mr. Emanuel enjoys an excellent social standing and is a member of a good many societies and clubs, including the Metropolitan Museum of Art, the American Museum of Natural History, the New York Zoölogical Society, New York Botanical Society, New York State Historical Society, and the Brooklyn League; and he is also a member of the Union League Club of New York City, the Railroad Club, Crescent Athletic Club of Brooklyn, the Marine and Field Club, and the Englewood Golf Club. He has his home at 304 Clinton Avenue, Brooklyn Borough.

He married, in Brooklyn, New York, November 1, 1898, Jennett Idele Englis, and they have two children: Jennett Englis Emanuel, born December 13, 1900, and Henderson Emanuel, born July 24, 1904.

RUEL WHITCOMB POOR

RUEL WHITCOMB POOR, prominent in the financial life in New York City as having been for the past eight years president of the Garfield National Bank, was born in New London, New Hampshire, September 29, 1860, the son of William Gay and Delina Ann (Freeto) Poor.

He is of English ancestry and old New England lineage, being a direct descendant from Daniel Poore, who sailed from Southampton, England, in the ship Bevis, Captain Robert Batten, master, in May, 1638. He lived in Newbury, Massachusetts, for about ten years, and then settled in Andover, Massachusetts. He was the ancestor of a numerous family, among whom were included Revolutionary soldiers of prominence and men of distinction in business and professional life. W. G. Poor, father of Mr. R. W. Poor, was a scythe manufacturer in New Hampshire.

Mr. R. W. Poor was educated in the public schools and at Wilton Academy, in Wilton, Maine. He began his business career in October, 1877, with the Page Belting Company at Concord, New Hampshire, continuing in the service of that institution until July, 1881, when he went to Littleton, New Hampshire, where he began his successful career as a banker, as a clerk in the Littleton Savings Bank. He afterward became connected with the Littleton National Bank of the same place, in a similar capacity, and was promoted to cashier of that bank in 1888. He continued to serve that bank until November, 1888, when he resigned the position in order to take one that had been offered him with the Garfield National Bank of New York City. With that institution he has ever since continued, steadily advancing in its service, being appointed assistant cashier, in January, 1891, and cashier of the institution in January, 1892, continuing in that office for ten years until April 30, 1902, when he was elected to his present office as president of the bank. Under his executive direction the bank has enjoyed a career of marked prosperity and constantly enlarging business, including among its depositors and customers many of the leading business men, firms and institutions of the metropolis.

He is a life member of the New England Society in the city of New York, of the New Hampshire Society, the Maine Society, and of the Empire State Society of the Sons of the Revolution; is a member of the Chamber of Commerce of the State of New York, and also of the Lotos Club, New York Athletic Club, and the Masonic Club of New York City. He has his city residence at 320 West One Hundred and First Street, and a country place at Bethlehem, New Hampshire.

Mr. Poor married, in Wilton, Maine, October 18, 1884, Ida M. Sawyer, and they have two daughters: Helen Hilda Poor, born June 25, 1899, and Ruella Poor, born July 17, 1905.

ELIAS S. A. DE LIMA

ELIAS S. A. DE LIMA, who has long been one of the prominent merchants of New York, was born on the Island of Curaçao, Dutch West Indies, being the son of S. A. de Lima, merchant, and Sylvia Senior A. de Lima, his family being of Dutch extraction. He attended a Dutch school on the Island of Curaçao until the age of fourteen, then went to Germany, where he completed his education at the Gymnasium Andreanum in Hildesheim.

He came to the United States in 1880, entered the house of D. A. de Lima & Company, one of the leading firms doing business with Latin America, in which he became a partner in 1883. Since the death of Mr. D. A. de Lima in 1891 he has been the senior member of the firm. He is also president of de Lima, Cortissoz & Company, a firm which, like that of D. A. de Lima & Company, is largely and actively interested in business with Latin America and the West Indies.

Mr. de Lima became president of the Hungarian American Bank in 1908, and conducted this institution very successfully; but in 1910 he and his friends sold out the control of that bank which they held. He then became the head of one of the largest financial institutions of the City of Mexico, the Banco Mexicano de Commercio é Industria, with which prominent Mexican interests, the Deutsche Bank of Berlin, the international banking house of Speyer & Company, and some other leading American financial men are closely identified.

Mr. de Lima, who has always been a Republican in politics, has taken an active part in the affairs of the country through the commercial organizations of which he has been a member, especially through the New York Board of Trade and Transportation. He has been especially active in efforts to develop our foreign commerce through the reform of the Consular Service and the wide discussion of methods of fostering our foreign trade.

He was chairman of the committee appointed in March, 1906, by the Board of Trade and Transportation, and composed of Hon. William McCarroll, Hon. Charles A. Schieren, Hon. Oscar S. Straus, Mr. Charles A. Moore and Mr. Henry W. Peabody, which arranged for a National Convention which was held in Washington for the purpose of discussing the best methods of reforming the Consular Service. The work of this convention was eminently successful and resulted in the passage of Senator Lodge's bill which has placed the Consular Service of the United States on a footing of high efficiency.

In February, 1907, Mr. de Lima conceived and brought about, through the New York Board of Trade and Transportation and other leading business organizations of the country, the most important National Commercial Convention ever held in Washington, for the purpose of considering the

measures best calculated to develop our foreign commerce and disseminating information in regard thereto.

President Roosevelt, Secretary of State Root, Secretary of Commerce and Labor Oscar S. Straus, Secretary of War Taft, and many other men prominently connected with the National Government and with the Government of several of the States, took an active part in the deliberations of the convention, which has resulted in great and lasting benefit to our foreign trade.

His firm brought action against the United States Customs authorities for the recovery of duties on products imported into the United States from Porto Rico after the annexation of the island. The action was successful and resulted in determining the tariff relations between our insular possessions and the United States.

When President Roosevelt was endeavoring to establish stable conditions in Santo Domingo by a treaty with that country, and his efforts seemed to have been defeated in the Senate, Mr. de Lima instituted and carried on a campaign throughout all the States whose Senators were opposing the ratification of the treaty, and did much to enlighten influential men and the general public on the questions at issue by writing several exhaustive articles on the subject. The treaty was finally ratified by the Senate.

His educational preparation, wide travel in European and Latin-American countries and in the West Indies, his knowledge of foreign languages, his familiarity with foreign trade and its requirements, his experience in banking, especially in international banking, and his intimate knowledge of Latin America, place him in the ranks of those best qualified to deal with what is perhaps the most pressing commercial question before this country, namely, the proper adjustment of our relations with Latin America.

Mr. de Lima never sought public office, but in 1904 he was elected by both the Republicans and Democrats of Larchmont, Westchester County, a trustee of that village, and he was again unanimously elected to that office in 1906. In 1908 both parties nominated him and he was elected president of that village, and there were general expressions of regret when he declined a reëlection in 1909.

He is a director of the New York Board of Trade and Transportation, a member of the Chamber of Commerce of New York; was one of the founders and has since been one of the most active members of the Japan Society of New York, and is a member of the New York City Club, Republican Club, New York Athletic Club, Larchmont Yacht Club and of the Pilgrims Society.

Mr. de Lima married, in New York City, February 14, 1901, Miss Lucie Robinson Spanneut.

SAMUEL VERNON MANN, JR., broker, born in Flushing, L. I., May 2, 1873, son of S. Vernon and Harriet Cogswell (Onderdonk) Mann, is descended from Richard Mann, who came from England to America in 1644, and on his mother's side is of Dutch and father's side English extraction. His direct ancestry also includes Roger Williams of Rhode Island, Hon. Samuel Vernon, judge of the Superior Court of Newport, R. I., and William Ellery, signer of the Declaration of Independence.

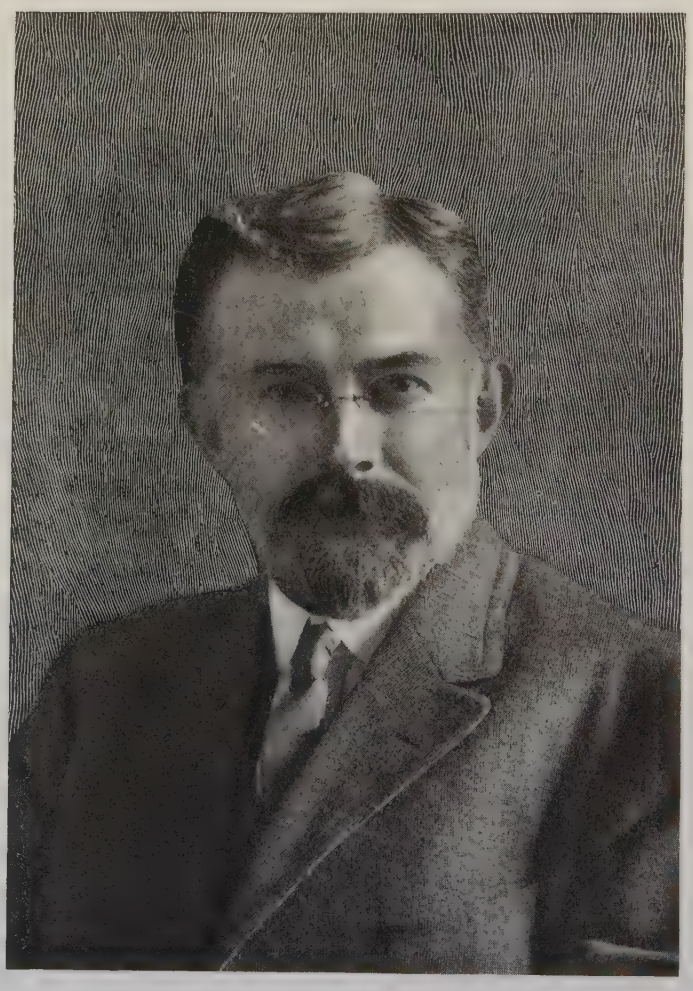
SAMUEL VERNON MANN, JR.

He was educated in Flushing Institute, the Berkeley School in New York, St. Mark's, Southboro, Mass., and graduated from Harvard in 1895.

He was with F. S. Smithers & Company from September, 1895, to April, 1896; then went with his father, who had been in the time-loan business for twenty-five years. He became senior partner of Mann, Bill & Company, May 1, 1905, and formed the firm of Mann, Bill & Ware, July 1, 1907. He joined the New York Stock Exchange July 16, 1907, for the purpose of lending call money.

He is an Independent in politics, and was on the City Committee of the Citizens' Union in 1905. He is a member of the Sons of the Revolution, the Harvard Club, Institute of 1770, Alpha Delta Phi, and the Hasty Pudding, and Signet Clubs of Harvard.

He married, at Flushing, L. I., April 11, 1899, Helen Wagstaff Colgate, and has three sons: S. Vernon Mann, born August 16, 1900; Robert Colgate Vernon Mann, born September 10, 1901, and Lloyd Onderdonk Vernon Mann, born September 8, 1902.



HENRY LATHAM DOHERTY

HENRY LATHAM DOHERTY, banker and engineer, has been for years a prominent figure in the organization, management and financing of gas and electric properties, though he is still a young man. He was born in Columbus, Ohio, May 15, 1870, being the son of Frank Doherty, engineer and inventor, and of Anna (McElvain) Doherty. His ancestry is English, Scotch and Irish, his first American ancestor, William Doherty, having come to the United States about 1800, and having been one of the early adjutant generals of the State of Ohio. His maternal grandfather, who was State Librarian of Ohio, participated in the War of 1812, being brevetted for bravery in Perry's victory on Lake Erie.

Mr. Doherty was educated in the public schools until he was twelve years old, and afterward by self-study. In 1883 he entered the employ of the Columbus Gas Company as an office boy, and continued with that company until 1896, advancing from one position to another until he finally became chief engineer and assistant to the manager. In 1896 he went to Madison, Wis., as manager of the Madison Gas and Electric Company, and later became its president; and since that time he has filled, successively or simultaneously, the positions of engineer of the Columbus Electric Company; general manager of the St. Paul (Minn.) Gas Light Company; St. Paul Edison Company; constructing engineer for the Jacques Cartier Electric Company of Quebec, Canada; chief engineer for Emerson McMillin & Company, New York; chief engineer and general manager of the American Light and Traction Company; engineer and manager, and afterward president of the Denver Gas and Electric Company.

Mr. Doherty is now senior member of the firm of Henry L. Doherty & Company, bankers; is president of the American Gas and Electric Company of New York; Atlantic City (N. J.) Electric Light Company; Canton (Ohio) Electric Company; Consumers' Electric Company of Wheeling, W. Va.; Denver Gas and Electric Company; Doherty Operating Company, New York; Empire District Electric Company, Joplin, Mo.; Improved Appliance Company, New York; Improved Equipment Company; Knoxville (Tenn.) Gas Company; Lebanon (Pa.) Gas and Fuel Company; Lincoln (Neb.) Gas and Electric Light Company; Marion (Ind.) Light and Heat Company; Montgomery (Ala.) Light and Power Company; Muncie (Ind.) Electric Lighting Company; Pueblo (Colo.) Gas and Fuel Company; Rockford (Ill.) Edison Company; Scranton (Pa.) Electric Company; Spokane Falls (Wash.) Gas Light Company, and the Summit County Power Company of Dillon (Colo.). He is also a director of the American Light and Traction Company of New York; the Cumberland and Westernport Electric Railway Company, of Cumberland (Md.); the Easton (Pa.) Gas and Electric Company; Rotary Meter Company, New York; and Union Gas and Electric Company, Cincinnati.

On the side of physical and industrial improvement, Mr. Doherty has originated valuable and meritorious improvement on gas meters, gas benches, gas purification (notably in the abolition of purifying houses and the introduction of outdoor purification), photometrical research on arc lamps, bench fuel improvement, the displacement gas calorimeter, producer gas free from hydrogen, for gas engine use, and others. Before he left the Columbus Gas Company he had done effective pioneer work in the introduction of the Welsbach lamp as a competitor of electric lighting, with which he had remarkable success. He invented appliances for handling, washing, drying and cleaning the glassware and brass work; a carrying device for glass chimneys, device for blowing dust from the check plates of the Bunsen tubes, and devices for distant control of lamps for shop windows, signs and theatrical uses.

Mr. Doherty inaugurated a systematic propaganda, when general manager of the Madison Gas and Electric Company, by extensive newspaper advertising; the organizing of the Housekeepers' League, which secured the largest membership of any nonsecret organization in Wisconsin; and making an arrangement with the Board of Education by which gas cooking was taught in the public schools; and other valuable pioneer work.

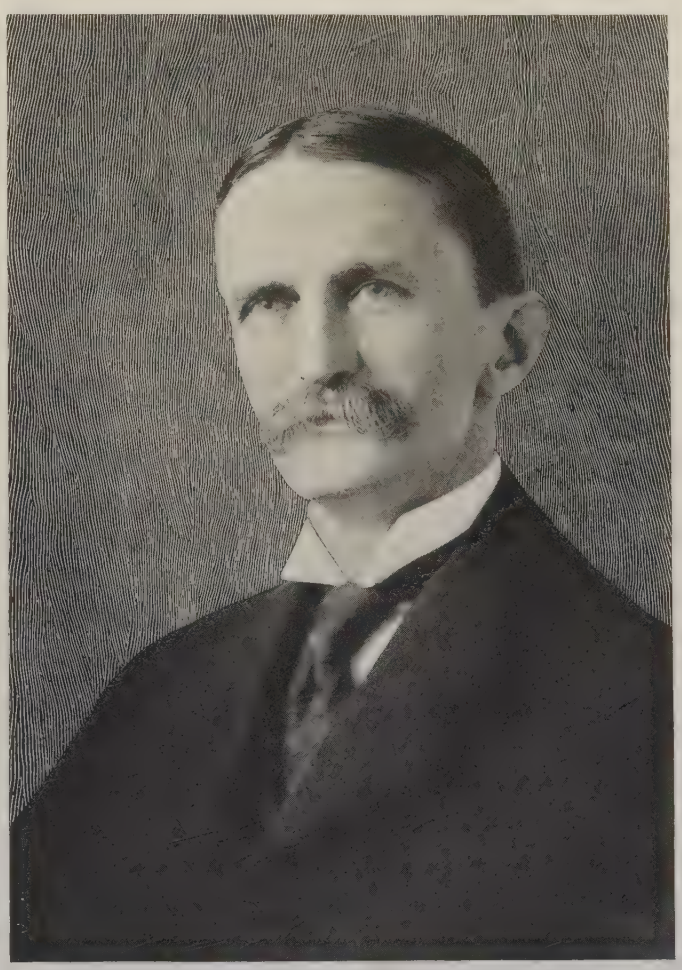
Mr. Doherty received the award of the first Beall gold medal for a paper on "Cooking With Gas," read before the American Gas Light Association in 1898; presented a paper on "Equitable Competitive and Uniform Rates" before the same association in 1900; and has been a leading promoter of new methods for more complete coöperation of gas company and electric lighting corporations, and the greater usefulness of professional organization.

He is a member and past president of the National Electric Light Association, Northwestern Electrical Association, and Ohio Gas Light Association; is a member of the American Association for the Advancement of Science, American Academy of Political and Social Science, American Civic Alliance, American Gas Institute, American Economic Association, American Institute of Electrical Engineers, American Society of Heating and Ventilating Engineers, American Society of Mechanical Engineers, American Society for the Promotion of Engineering Education, Canadian Electrical Association, Illuminating Engineering Society, National Commercial Gas Association, National Electric Light Association, New York Electrical Society, New York Academy of Science, Natural Gas Association of America, New York Historical Society, Metropolitan Museum of Art, Pacific Coast Gas Association, The Franklin Institute and Wisconsin Gas Association.

Mr. Doherty is a member of the Engineers', Economic, Electrical, Lawyers', Lotos, and Pen Clubs, New York; Columbus and Engineers' Clubs, Columbus; Commercial and Country Clubs of Lincoln; Country, Denver, Engineers', and Denver Athletic Clubs of Denver, and Minnesota Club, St. Paul.

EBEN ERSKINE OLCOTT, of the firm of Olcott & Corning, consulting mining engineers, and president of the Hudson River Day Line, was born in New York City, March 11, 1854, the son of John N. and Euphemia (Knox) Olcott, and on both sides descended from some of the earliest settlers, from Holland, of New Amsterdam.

He was educated in the old Thirteenth Street School, presided over by Thomas Hunter; the College of the City of New York and the School of Mines of Columbia College, being graduated in 1874; and was engaged in mining in the United States, Venezuela, South America and Mexico.



EBEN ERSKINE OLCOTT

In 1884 he married Kate Lawrence van Santvoord, daughter of the late Commodore Van Santvoord, founder of the Hudson River Day Line; and after the death of Mr. Van Santvoord's only son, Mr. Olcott went into business with his father-in-law as general manager, and upon Commodore Van Santvoord's death became president of the line. Under him the great steamers Hendrick Hudson and Robert Fulton have been constructed.

Mr. Olcott organized the Hudson Tri-Centennial Association, the first body to prepare for the Hudson-Fulton Celebration; was a member of the Commission in charge of the celebration, and chairman of its Clermont Committee.

Mr. Olcott is a director of the Lincoln National Bank, the Lincoln Safe Deposit Company, and the Catskill Mountain Railway. He is a past president of the American Institute of Mining Engineers, and of the United Engineering Society.

WILLIAM HENRY MOORE

WILLIAM HENRY MOORE, lawyer and financier, was born in Utica, N. Y., October 25, 1848, son of Nathaniel F. and Rachel A. (Beckwith) Moore. His family dates back to colonial days in New England, but both his parents were born in New York, and his father was a successful merchant and highly respected citizen of Utica, until his death in 1890.

Mr. Moore was educated in the seminary at Oneida, N. Y., the Cortland Academy at Homer, N. Y., and Amherst College, but was compelled by ill health to abandon his studies. He settled temporarily at Eau Claire, Wis., studied law there in the office of W. P. Bartlett, and was admitted to the bar in 1872. After that he entered the office of Edward A. Small, a corporation lawyer of Chicago, became his partner until Mr. Small's death, in 1881, and then with his younger brother, James Hobart Moore, established the firm of W. H. and J. H. Moore, which afterward became a leading figure in law and in finance. Among its clients were the American and Adams Express Companies, Merchants' Dispatch Transportation Company, Vanderbilt Fast Freight Line, and many large corporations and business houses of Chicago. Mr. W. H. Moore was the trial lawyer of the firm, and gained a knowledge of procedure and an alertness in forensic combat equalled by few. Besides courtroom work the firm became distinguished for its advisory skill, and became the trusted counsel for many large interests.

The firm became a leader in the organization of large industrial combinations, notably the Diamond Match Company, a Connecticut corporation of $3,000,000 capital, which Mr. Moore, in 1889, consolidated, with several competing companies, into the Diamond Match Company of Illinois. In 1890 they combined several Eastern cracker companies into the New York Biscuit Company with $10,000,000, and to a leading part in the management of these companies until, in 1896, after a long period of panic and depreciation the firm of W. H. and J. H. Moore failed for several million dollars. By arrangement with creditors the firm was given the opportunity to recuperate without being formally declared insolvent, and in much less time than anticipated, paid all debts and soon resumed their financial operations on a larger scale than before.

The New York Biscuit Company, which they had organized, had become involved in a fierce trade war with the American Biscuit and Manufacturing Company, a Western combination. Taking hold of this situation, Mr. Moore finally consolidated these two companies and the United States Baking Company into the National Biscuit Company in 1898.

The Moores effected a practically complete consolidation of all important tin plate mills into the American Tin Plate Company, in December, 1898; formed the National Steel Company, in February, 1899, and the American Steel Hoop Company, in April, 1899. They obtained an option on the Carnegie Steel Company, in May, 1899, but the monetary stringency following

the death of Roswell P. Flower prevented them from carrying out their plans of purchase of that company. They later organized the American Sheet Steel Company, and in March, 1901, the American Can Company.

On February 23, 1901, an agreement was signed by the representatives of a syndicate headed by J. Pierpont Morgan, formed to take over the principal steel interests of the country, among which were the American Tin Plate, National Steel, American Steel Hoop, and American Sheet Steel Companies, controlled by Mr. Moore, now owned by the United States Steel Corporation.

In 1901 Mr. Moore was the leading spirit in the acquisition of the control of the Chicago, Rock Island and Pacific Railway, in which, besides his brother, he had as associates Daniel G. Reid and William B. Leeds. Mr. Moore planned, and with his associates carried out, a campaign of growth and expansion which has increased the mileage of the Rock Island System from 3600 to 15,000 miles, and its property valuation from $116,000,000 to over $900,000,000. This they accomplished by the purchase of the Choctaw, Oklahoma and Gulf Railroad, the leasing of the Burlington, Cedar Rapids and Northern, the acquisition of the St. Louis and San Francisco Railroad, and other large additions. The control of this great system has made Mr. Moore and his associates recognized in Wall Street as a group of large financial power, familiarly known as "the Rock Island crowd," although their holdings and operations include many other railway and industrial securities.

Mr. Moore is a director of the Chicago, Rock Island and Pacific Railway Company, the Rock Island Company, and other Western railroad companies; the Delaware, Lackawanna and Western Railroad Company, Lehigh Valley Railroad Company, United States Steel Corporation, United States Rubber Company, American Can Company, National Biscuit Company, First National Bank of New York, Continental Insurance Company, Fidelity-Phenix Insurance Company, and other corporations.

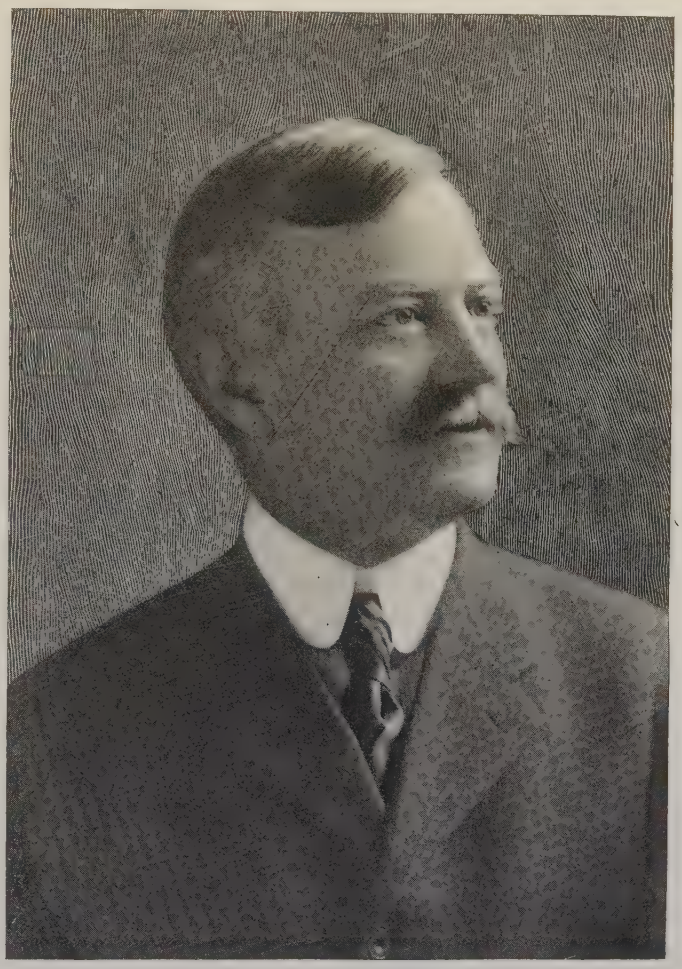
He is a member of the New York Chamber of Commerce, the Metropolitan, Union League, Lawyers', Down Town, Army and Navy, Racquet and Tennis, New York Yacht, St. Andrews and Garden City Golf Clubs, Myopia Hunt Club of Massachusetts, Calumet and Chicago Clubs of Chicago.

Mr. Moore finds his chief recreation in horses, and is the fortunate possessor of one of the finest stables of harness horses in the world. He owns the famous "Forest King," winner of the Waldorf-Astoria Cup, and is each year a leading exhibitor at the horse shows in Madison Square Garden. He has offered a prize, known as the Forest King Challenge Cup, for the best horse suitable for a gig.

Mr. Moore married, in Chicago, in 1879, Ada Small, daughter of Edward A. Small, his first law partner, and they have had three sons: Hobart Moore, who died in 1903, Edward Small Moore, and Paul Moore.

RICHARD CHARLES VEIT, who has from boyhood been connected with the Standard Oil Company, was born in New York City, November 17, 1855, the son of Charles A. and Ernestine (Morse) Veit; and is of German descent. He was educated in Public School No. 12, in Brooklyn, until he was twelve years old.

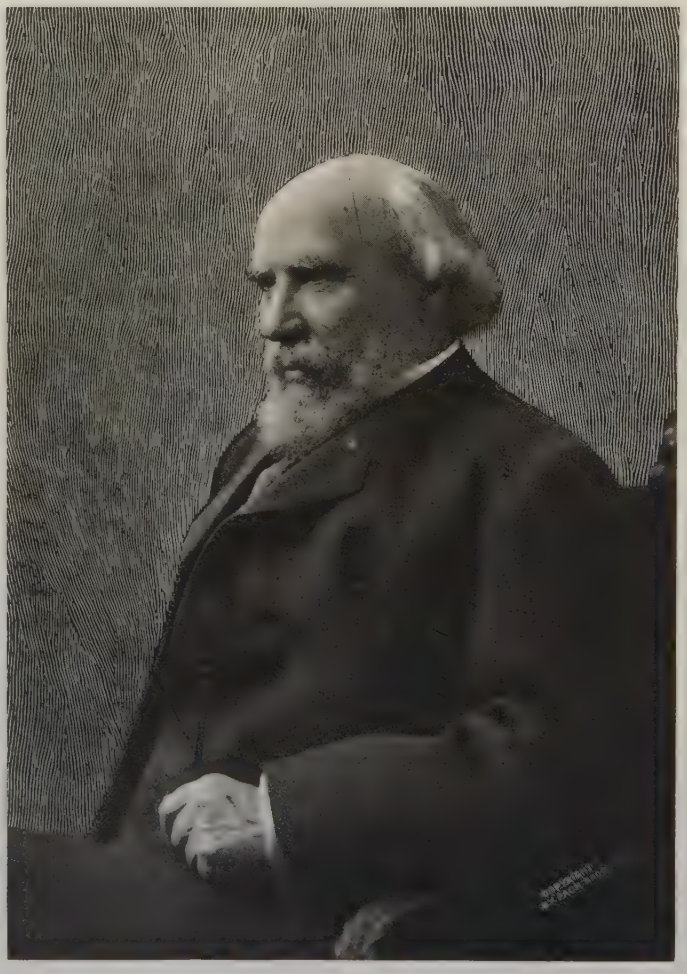
He became, on April 15, 1869, office boy with the firm of Rockefeller, Andrews & Flagler, which afterward changed to the Standard Oil Company. He was given charge of the shipping department when the Standard Oil Company was formed, and in 1880 assumed charge of the Lighterage Department of the Standard Oil Company of New York, now the Marine Department, which operates a fleet of seventy-eight tank steamers and many sailing vessels and barges of its own, besides a very large number of leased vessels. Mr. Veit has been a stockholder of the Standard Oil Company for years, and has interests in other corporations.



RICHARD CHARLES VEIT

He is second vice president of the J. Hood Wright Memorial Hospital, member of the American Museum of Natural History, Metropolitan Museum of Art, and the New York Zoölogical Society; is chairman of the Board of Trustees of the Atlantic Yacht Club, member of the New York Yacht Club, and Lotos Clubs, and a governor of the latter.

He married, December 2, 1880, Mary K. Stobo, and they have three sons: Russell C., Arthur Stobo and Kenneth Alden. He resides at 171 West Seventy-first Street, and has a country place at Sea Gate, New York Harbor.



JAMES JEROME HILL

JAMES JEROME HILL, premier railroad man of America, and chief of the practical developers and expansionists of the domestic and international commerce of the country, is of Canadian birth and Scotch and Irish ancestry. He was born on a farm near Guelph, Ontario, September 16, 1838, his parents being James and Ann (Dunbar) Hill.

He assisted in the work of the home farm and attended Rockwood Academy, a local school under the auspices of the Society of Friends. After his father's death, in 1853, he went to work in a country store.

In 1856 he came across the border, and after a tour from the Atlantic Coast west to Minnesota, he became a shipping clerk with J. W. Bass & Company, agents for the Dubuque and Saint Paul Packet Company's line of Mississippi River steamboats. From that time on he became a student of transportation problems, and in 1865 became agent for the Northwestern Packet Company's line of Mississippi River steamboats until 1867, when it was merged with the Davidson Line, and he engaged in a general transportation and fuel business.

The Saint Paul and Pacific Railroad had been built and put into operation from a terminus near the steamboat landing in Saint Paul, westward through Minneapolis to the prairie country beyond, with a branch up the Mississippi River toward Saint Cloud. Mr. Hill became station agent in Saint Paul for that company, organized Hill, Griggs & Company, a fuel and warehousing firm, in 1869, and in 1870 formed the Red River Transportation Company, operating steamboats on the Red River of the North between Minnesota and Manitoba points. He was the first to place coal on the Saint Paul market; and established, in 1872, the first regular through transportation service between Saint Paul and Fort Garry. With C. E. Griggs, E. N. Sanders and William Rhodes, he formed, in 1875, the Northwestern Fuel Company, ever since the leading coal organization of the Northwest, but in 1878 sold out his interests in fuel and steamboat companies.

With associates Mr. Hill gained control, in 1878, of the bankrupt Saint Paul and Pacific Railroad Company, through the purchase of its bonds, and reorganized it in 1879 as the Saint Paul, Minneapolis and Manitoba Railway Company, with Mr. Hill as general manager. He became its vice president in 1882 and its president in 1883. He pioneered the project for a transcontinental railway from the Great Lakes to the Pacific, between the International boundary on the north and the Northern Pacific Railway on the south, and practically realized it by beginning, in 1880, the extension of the Hill Lines westward. By 1893 the system had been extended to Puget Sound, with a branch starting from the main line in Central Montana by way of Great Falls and Helena, to Butte. In 1890 the Saint Paul, Minneapolis and Manitoba Railway Company and its properties were taken over by the Great

Northern Railway Company, of which Mr. Hill was president until April 1, 1907, and has since been chairman of the Board of Directors.

For the better handling of trans-Pacific trade the Great Northern Steamship Company was organized, and two of the finest and largest steamships ever, up to that time, constructed in an American shipyard were built for the trade. But one of the ships was lost and American ownership of seagoing vessels was found to be too much of a handicap. So that the effort to maintain a regular Asiatic trade has not been continued; but at the other end the company operates large and swift passenger steamers connecting Duluth with Chicago and Lake Erie ports.

Mr. Hill's great success has resulted from indomitable energy and superior business capabilities, greatly augmented by persistent optimism in regard to the great Northwest. That region has been benefited greatly by the practical way in which he has worked to make his forecasts of future development come true. Mr. Hill, while remaining at all times at the helm of control in Great Northern affairs, has also large interests in other railroad companies and banks, and he is a director of the Chicago, Burlington and Quincy Railroad Company, Colorado and Southern Railway Company; the Chase National Bank, First National Bank, First Security Company, Manhattan Trust Company, and Mercantile Trust Company, of New York; and the First National Bank of Chicago.

Mr. Hill's entire career has been constructive, and his connection with an enterprise has always resulted in development. He has especially been a supporter of measures for the welfare of Saint Paul and the Northwest, and although not of that communion, has aided the efforts of Archbishop Ireland by large benefactions to his work, giving $1,500,000 of the $5,000,000 required for the building of the Roman Catholic Cathedral at Saint Paul and $500,000 toward establishing the Catholic Theological Seminary in the same city. Without regard to denomination he has endowed many colleges, and has taken an interest in the growth of colleges of various denominations.

Mr. Hill has a beautiful residence on Summit Avenue in Saint Paul, and another on Sixty-fifth Street, near Fifth Avenue, in New York City, where he has a notable collection of paintings and a comprehensive library; for he is a man of artistic and cultured tastes, and now, as always, a student. He is an authority on economic subjects, and his views on matters pertaining to the public welfare, especially upon those that are continental in their sweep, are regarded as authoritative, and are constantly sought.

He is a member of the Union, Metropolitan, Down Town, Larchmont Yacht, New York Yacht, Manhattan, and Jekyl Island Clubs.

Mr. Hill married, at Saint Paul, Minnesota, August 19, 1867, Mary Theresa Mahegan, and they have nine children.

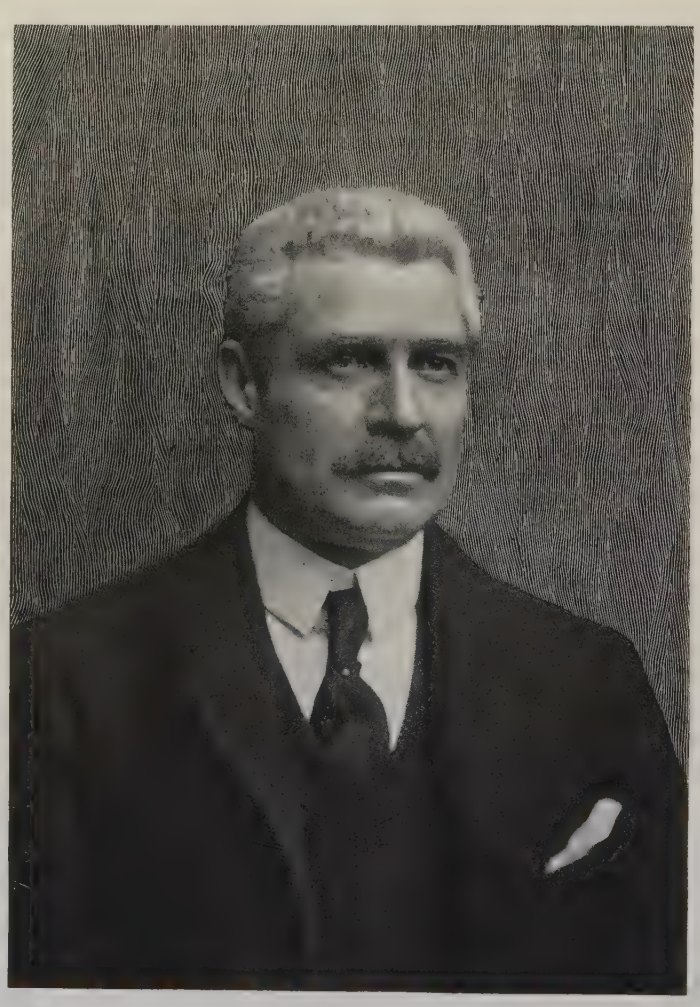
LOUIS J. HOROWITZ, president of the Thompson-Starrett Company, was born in Chenstochowa, Russia, January 1, 1875, the son of Salo A. and Anna (Cohen) Horowitz.

He was educated at the Chenstochowa University, and in 1892 came to New York. His only assets were a purpose to succeed, exceptional business ability and untiring energy, and in 1900 he engaged in the real estate business in Brooklyn. He became president of the Brooklyn Heights Improvement Company, 1902-1903; president of the Assembly Catering and Supply Company, 1903-1904; secretary of the Brooklyn Amusement Company, 1903-1904; and treasurer of the Standard Arms Realty Company, 1904-1905.

LOUIS J. HOROWITZ

In 1903 the Thompson-Starrett Company, one of the best known of the building corporations of the country, had become somewhat crippled because of lax and inefficient organization. Some leading financial interests which had acquired a large proportion of the company's stock selected Mr. Horowitz as the financial man to take up the rehabilitation of the company, and in 1904 he was elected its vice president and general manager. Although the panicky period of 1907 intervened, the company is now the most successful organization of its kind in this country; and is building scores of the most important buildings now under construction in the principal cities east and west.

He is a member of the Railroad and Democratic Clubs of New York and the Laurentian Club of Montreal. He married, in Brooklyn, July 14, 1903, Mary C. Decker.

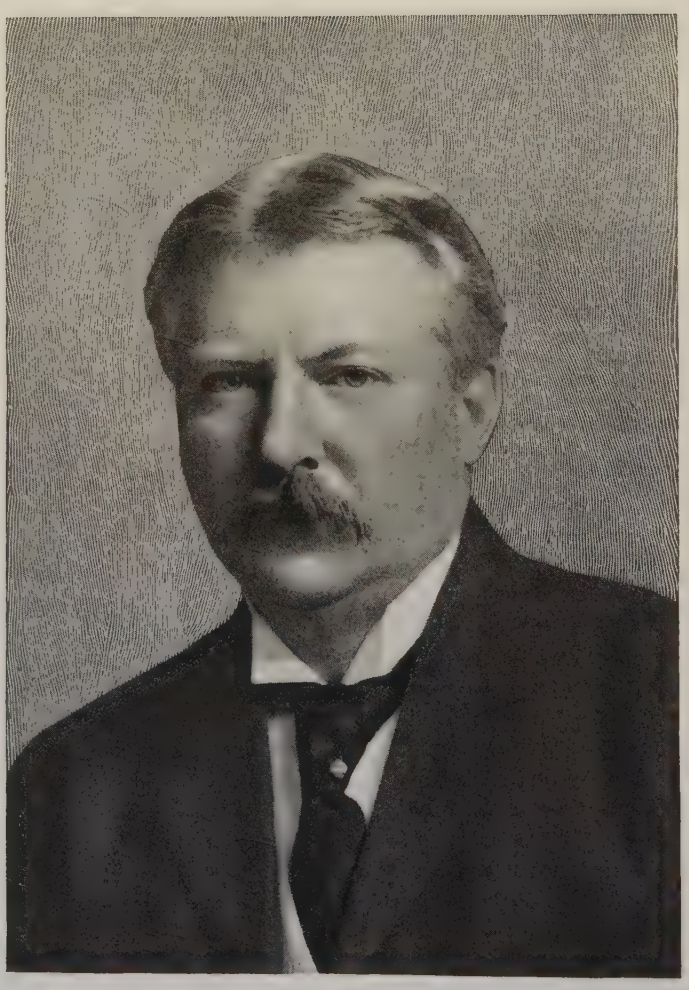


SAMUEL REA

SAMUEL REA was born in Hollidaysburg, Blair County, Pennsylvania, September 21, 1855. His mother, who died in 1908, was a daughter of Thomas Blair Moore, of that county, and his father, James D. Rea, who died in 1868, was a well-known resident of Hollidaysburg.

Mr. Rea entered the railway service in 1871, and was for two years engaged in engineering work on Morrison's Cove, Williamsburg and Bloomfield branches, Pennsylvania Railroad; from 1874 to 1875 he held a clerical position with Hollidaysburg Iron and Nail Company; in 1875 reëntered the service of the Pennsylvania Railroad, and was for two years assistant engineer in charge of construction of chain suspension bridge over Monongahela River at Pittsburgh; 1877 to 1879, assistant engineer Pittsburgh and Lake Erie Railroad; 1879 to 1880, assistant engineer in charge of construction of extension of Pittsburgh, Virginia and Charleston Railway; 1880 to 1883, engineer in charge of surveys in Westmoreland County, Pennsylvania, and revising and rebuilding Western Pennsylvania Railroad; 1883 to 1888, principal assistant engineer Pennsylvania Railroad; 1888 to 1889, assistant to second vice president same road; 1889 to April, 1891, vice president Maryland Central Railway and chief engineer Baltimore Belt Railroad; April, 1891 to May, 1892, out of service on account of ill health; July 1, 1892, to February 10, 1897, assistant to president Pennsylvania Railroad; February 10, 1897, to June 14, 1899, first assistant to president same road; June 14, 1899, to October 10, 1905, fourth vice president Pennsylvania Railroad System East of Pittsburgh and Erie, Pennsylvania; October 10, 1905, to March 24, 1909, third vice president; March 24, 1909, to date, second vice president; and in connection with his former duties was placed in charge of engineering and accounting departments; also second vice president Northern Central Railway, Philadelphia, Baltimore and Washington Railroad, and West Jersey and Seashore Railroad Companies, and a director of Pennsylvania Railroad Company, and others.

For many years Mr. Rea was interested in and was one of the incorporators of the North River Bridge Company, chartered by Congress to bridge the Hudson River and establish a terminus in New York for railroads using ferries from the New Jersey side. When other railroads failed to join the Pennsylvania Railroad in this project, that company, after very careful examination and report, determined to build its own tunnels under the Hudson River and the East River with a large station in New York City, and Mr. Rea was given direct charge of this work. As part of this project, may be considered the construction of the New York Connecting Railroad jointly by the Pennsylvania and the New York, New Haven and Hartford Railroad Companies; which, with the tunnel extension of the Pennsylvania Railroad Company, will form a through route for railroad transportation between Southern, Western and New England States.



RALPH PETERS

RALPH PETERS, president of the Long Island Railroad Company, was born in Atlanta, Ga., November 19, 1853, and is a descendant of the Pennsylvania family of that name.

The family is of English and Scotch extraction and was founded in America in 1740, by William Peters, at one time commissioner in the colony of Pennsylvania. Richard Peters, his son, was a great friend of Washington and head of the family during the Revolution. He was a commissioner for war and afterwards secretary of war under the Continental Congress. Following the Revolution, Richard Peters was made judge of the United States District Court for Pennsylvania, famed for his learning and his lavish entertainments in his beautiful mansion at Belmont, in Fairmount Park.

This was the great-grandfather of Ralph Peters, whose parents were Richard (distinguished engineer) and Mary Jane (Thompson) Peters.

Ralph Peters was educated in public and private schools in Atlanta and Baltimore and was graduated B.A. from the University of Georgia in 1872.

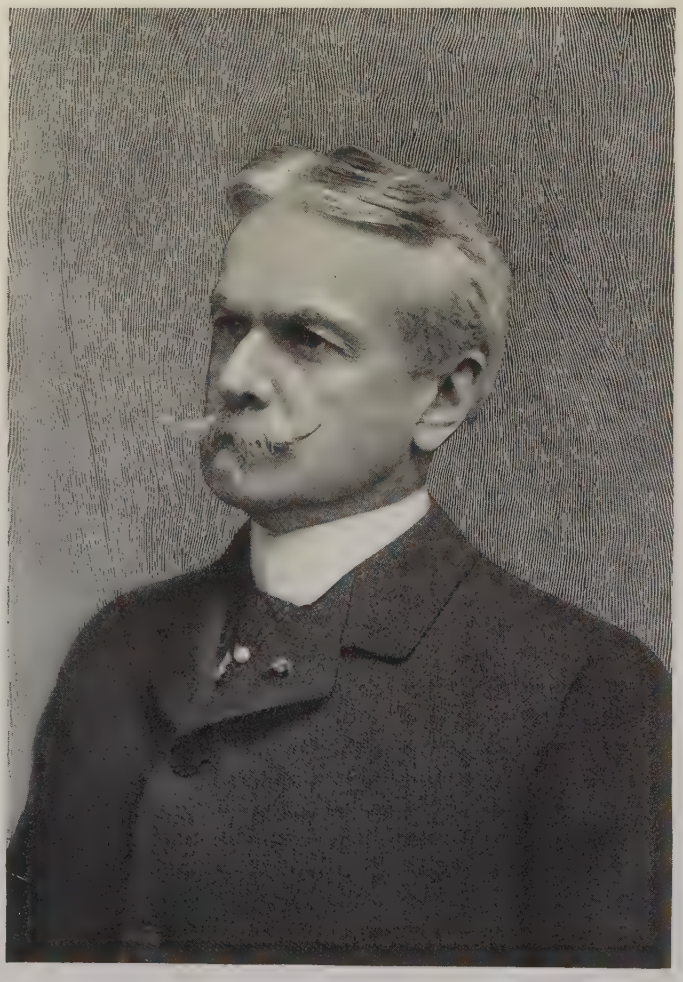
He then entered the service of the Atlanta Street Railways and relinquished their superintendency to go to the Pennsylvania Railroad, becoming successively division superintendent of the Logansport, Ind., and Cincinnati divisions, and eventually general superintendent at Columbus, Ohio, until 1905. During his early career with the company he had filled other positions with subsidiary lines and when elected president and general manager of the Long Island Railroad, was one of the best equipped railroad men in the country.

Taking hold of a property that was struggling under many disadvantages and looked upon as a summer excursion proposition, without equipment or facilities to meet the demands of the busy season, and with no business to meet the expenses of the dull season, Mr. Peters has made it an all-year-round proposition and developed a railroad property having gross earnings of $26,433 per mile per annum; a most valuable adjunct to the Pennsylvania Railroad as a distributor of its traffic in the greater city of New York, besides bringing into close touch with the city a great and productive area.

In addition to his railroad interests, Mr. Peters is a director of the Equitable Trust Company, Franklin Trust Company, Queens County branch of Corn Exchange Bank, and the Matawok Land Company.

He is a member of the Lawyers Club, Railroad Club of New York, New York Yacht, Garden City, and Garden City Golf Clubs; the Sons of the Revolution, Ohio, Georgia and Southern Societies, and Society of Colonial Wars in Ohio.

Mr. Peters has offices in the Pennsylvania Station in New York City, and his residence is at Garden City, Long Island. He married Eleanor H. Goodman, in Cincinnati, June 7, 1882, and has six children: Eleanor Hartshorn, Pauline Faxon, Ralph, Jr., Dorothy, Helaine Piatt, and Jane Brentnall Peters.



GENERAL EDWIN AUGUSTUS MCALPIN

GENERAL EDWIN AUGUSTUS McALPIN, who has attained distinction in business, political and military life, was born in New York City, June 9, 1848, the son of David Hunter McAlpin and Adelaide (Rose) McAlpin. His paternal grandfather, James McAlpin, of sturdy Scotch-Irish stock, came from Belfast, Ireland, and settled in Dutchess County, New York, where he was a grocer. His forbears were among the Scots who emigrated from Scotland to Ireland in Cromwell's time, and were of the ancient Clan Alpine, famed in history and song.

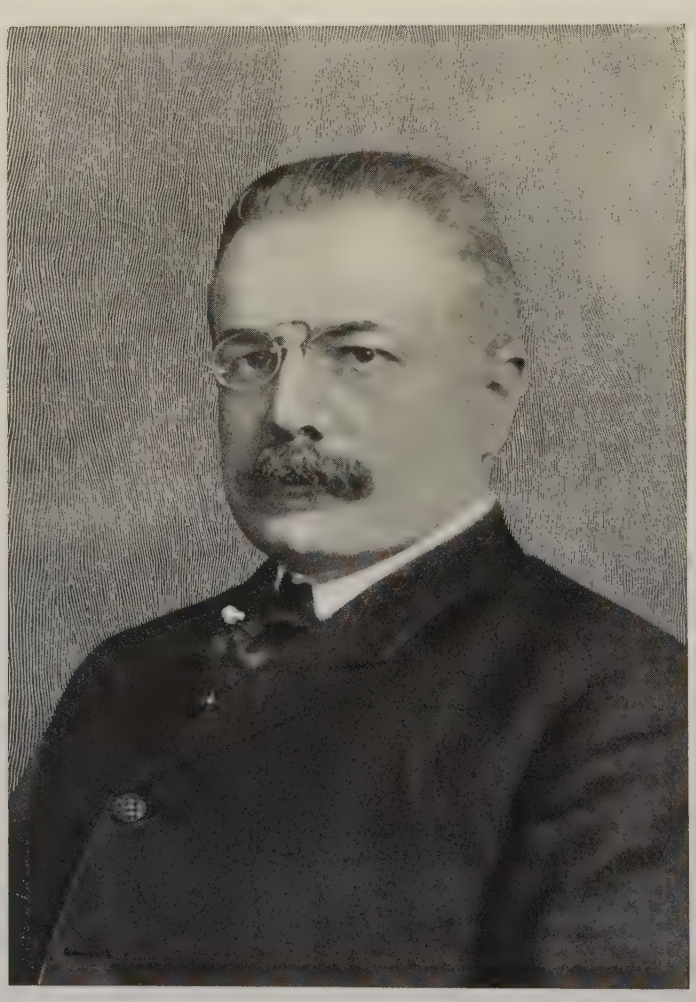
Edwin A. McAlpin attended the public schools of New York, and Phillips Academy, Andover, Massachusetts, being graduated during the early part of the Civil War. He ardently desired to take part in that memorable conflict, and twice actually enlisted, but his father's authority was interposed to keep him from the risks and dangers of war during his days of immaturity and adolescence. The war closed before he was seventeen years old.

His father, who established himself in the tobacco manufacturing business several years before the war, took Mr. McAlpin into the office of his manufactory, on Avenue D, and he afterward became a partner in the firm and later corporation, and, after his father's death, its president, until the entire business, then the largest of its kind, was sold to the American Tobacco Company. He has now largely retired, except for a few directorships, from the activities of business life, devoting his attention to his property interests.

In 1869 he entered the National Guard of New York as a private in the Seventh Regiment. He resigned from that regiment, January 29, 1875, to accept a commission as first lieutenant in the Seventy-first Regiment, of which he was later promoted successively captain, major and colonel. After eighteen years of service he resigned with the record of one of the ablest of regimental commanders, but in 1895 Governor Morton appointed him adjutant general of the State, with rank of major general. His skill and zeal bore their impress in marked improvements in the service under his administration.

He became a resident of Ossining in 1878, served a term as postmaster there, and another as mayor and has several times been an elector on the Republican presidential ticket. He became one of the leaders in the League of Republican Clubs movement, was president of the New York State League, 1889-1892, and president of the National League of Republican Clubs in 1895. He is a member of the Board of Trade and Transportation, Chamber of Commerce, St. Andrew's Society, Society of Colonial Wars, and the Army and Navy, Union League, Lotos, New York Athletic and Republican Clubs.

He married, in New York City, October 27, 1870, Annie, daughter of Dr. Benjamin Brandreth. Mrs. McAlpin died March 10, 1908. General McAlpin has five sons: Colonel Benjamin B., Rev. Edwin A., Jr., David H. 3d, Dr. Kenneth R., and J. Roderick McAlpin.



GEORGE BRUCE CORTELYOU

GEORGE BRUCE CORTELYOU has had a career in life which, in its details, is one of the most inspiring in our age. It is that of a man whose advance, while rapid, has been step by step, who, to use a common expression, has "made good" in every sphere of service to which he has been called, and who has shown breadth and capacity in every phase of duty, from the daily routine of clerkship to the highest places of public and business life.

Mr. Cortelyou is a New Yorker of one of the oldest families, his first American ancestor having been Captain Jacques Cortelyou, who, coming from Holland to New Amsterdam about 1642, during the administration of Wilhelm Kieft as director general of the province, became founder of New Utrecht, one of the "five Dutch towns" of Long Island, and served for a considerable period as surveyor general of the colony of New Netherland.

George Bruce Cortelyou was born in New York City, July 26, 1862, son of Peter Crolius Cortelyou, Jr., and Rose (Seary) Cortelyou, his father being in business as a type founder.

After attending the public schools for several years, Mr. Cortelyou pursued his further education in the Nazareth Hall Military Academy, 1873, was graduated from the Hempstead (L. I.) Institute, 1879, State Normal School, Westfield, Mass., 1882, entered the New England Conservatory of Music, Boston, 1883, and attended and graduated from Walworth's Stenographic Institute, 1883-1884. He engaged in general law and verbatim reporting in the City of New York in 1883, and served as principal of preparatory schools in New York from 1883 to 1889. Several years later he took the law course in Georgetown University and in Columbian (now George Washington) University, graduating from the former in 1895, with the degree of LL.B. and from the latter in 1896, with the degree of LL.M. The degree of LL.D. has been conferred upon him by Georgetown University, University of Illinois, and the Kentucky Wesleyan University.

Mr. Cortelyou had become a stenographer of surpassing excellence and accuracy, and this accomplishment was a stepping-stone in the remarkable advancement which attended his career in the public service from 1889, when he was appointed secretary to the Appraiser of the Port of New York. He was afterward, consecutively, private secretary to the post-office inspector in charge at New York, the Surveyor of the Port of New York, and the Fourth Assistant Postmaster-General at Washington. He was selected as confidential stenographer in November, 1895, and executive clerk in February, 1896, to President Cleveland, remaining in the Executive Mansion in the same capacity when the McKinley administration came in, in March, 1897; was appointed assistant secretary to President McKinley on July 1, 1898; secretary to the President, April 13, 1900; reappointed March 15, 1901; and on September 16, 1901, reappointed by President Roosevelt.

Both of these great Presidents showed great regard for Mr. Cortelyou, and a high appreciation of his administrative and executive ability, and when, in 1903, the Department of Commerce and Labor was created, with a secretary, who became the ninth member of the President's Cabinet, Mr. Roosevelt nominated Mr. Cortelyou, February 16, 1903, for the place, and he was confirmed the same day. He filled it for a year and a half, when he resigned the post in order to be free to take up the duties of chairman of the Republican National Committee, to which office he was elected June 23, 1904.

In that capacity Mr. Cortelyou had full charge of the national campaign, which resulted in the election of Theodore Roosevelt as President of the United States, by the largest popular vote and greatest plurality ever given to a presidential candidate. After Mr. Roosevelt's election he called Mr. Cortelyou back to his Cabinet, in which he served for the entire four years, being appointed postmaster-general, March 7, 1905, serving until 1907, and appointed Secretary of the Treasury, March 4, 1907, serving as such until March 8, 1909.

Mr. Cortelyou then accepted his present position as president of the Consolidated Gas Company of New York, one of the greatest public utility corporations in the world, for the duties of which the experience and training of Mr. Cortelyou constituted a most admirable preparation.

One of the most noteworthy of his characteristics is a remarkable genius for administration, for thorough organization of forces entrusted to his direction, and for the creation of system for their utilization. His service as secretary to President McKinley brought these characteristics into strong relief in the relation of the President (who was also a Republican candidate) to the campaign of 1900, and still more in the following year during the trying period of the assassination and death of President McKinley, when the duty of arranging details, and dealing with tact and judgment with many unusual situations, brought to public view the fact that the man of method who had made such an efficient secretary was also a man of power, with executive ability fitting him for higher duties. His selection to the chairmanship of the Republican National Committee after the death of the keen and forceful Senator Mark Hanna, led to some misgivings on the part of many party leaders; but here, again, Mr. Cortelyou showed the completeness of capacity that has always been his when new and untried duties have been thrust upon him.

Mr. Cortelyou is a member of the Holland Society, the Chamber of Commerce, Union League, Press, Graduates and Republican Clubs. His city residence is at Riverdale-on-Hudson, and country home at Halesite, L. I.

He married, at Roslyn, L. I., in 1888, Lily Morris Hinds, daughter of Dr. Ephraim Hinds, president of the Hempstead Institute, Hempstead, L. I. Of this marriage have been born five children: George Bruce, Jr., 1889; William Winthrop, 1891; Grace, 1897; Helen, 1899, and Peter Crolius, 1908.

WILLIAM HOOKER BRADLEY, chief engineer of the Consolidated Gas Company, who for forty years has been prominently connected with gas-works construction and operation, has been an important factor in the development and progress of gas in this country.

Mr. Bradley was born in New Haven, Conn., August 25, 1838, the son of Charles and Sarah (Stanley) Bradley. His ancestors were English, who settled here in the Colonial days, and both branches of his family were prominent in the early history of Connecticut, an uncle of his mother, Dr. Charles Hooker, being at one time professor of medicine at Yale University. Mr. Bradley's education was acquired in his native town; after which he served several years in the mechanical department of a manufacturing concern and then entered the service of the Continental Iron Works, of Brooklyn.

At the close of the Civil War, Mr. Bradley established a machine and boiler works in the Pennsylvania oil fields. He built and navigated the only steam vessel on Oil Creek up to that time, and his advanced methods were a great stimulus to trade in those stirring days.

Mr. Bradley returned to New York in 1870 and resumed his connection with the Continental Iron Works, devoting his energies to the erection of gas plants in all parts of the country, the last plant constructed under Mr. Bradley's supervision being that of the Municipal Gas Works, New York City. This was a water-gas plant of the Tessie du Motay type. It was the earliest of its kind erected, and has been, with modifications, in constant use ever since.

Mr. Bradley's knowledge of gas and construction brought to him the appointment of chief engineer of the Municipal Gas Company, in 1876, and after the combining of several of the companies in 1884, he was continued in that position and in 1886 was made chief engineer of the Consolidated Gas Company, embracing six of the companies operating on Manhattan Island.

It was largely through Mr. Bradley's efforts that the Consolidated Gas Company decided to remove its entire plant to Astoria. He had foreseen the necessity of increased facilities and his foresight made possible the great development of the works.

Mr. Bradley's career has been one of progress, and he is a recognized authority in every branch of the art of gas making. He has been a member of the American Gas Light Association since 1875, and he is now president of the American Gas Institute. He has also been for years a member of the Society of Mechanical Engineers; the Engineers' and Lotus Clubs; the Metropolitan Museum of Art; the Museum of Natural History; the Sons of the Revolution, and is an honorary member of the New England Association of Gas Engineers.

Mr. Bradley married Miss Elizabeth Whitlock, of New Haven, Conn., and four children have been born to them.

DARWIN PEARL KINGSLEY

DARWIN PEARL KINGSLEY, now president of the New York Life Insurance Company, is a native of Vermont. His ancestry goes back to England whence, in the early part of the Seventeenth Century, three brothers Kingsley came to New England, one settling in Maine, one in Massachusetts, and one in Connecticut. Each of these became the progenitor of good American families. The Massachusetts branch is the one to which Mr. Kingsley belongs, his direct family having been transplanted to Vermont by his great-great-grandfather, who had been born in Massachusetts. One of his grandsons, Nathan Kingsley, established himself in Grand Isle County, Vermont, where his descendants have lived, for the greater part, ever since. One of these was Hiram Pearl Kingsley, who was a successful farmer at Alburgh, Vermont. He represented Grand Isle County in the Vermont Legislature, and was a leading and highly respected citizen. He married Miss Celia P. LaDue, of Huguenot ancestry, who now lives at Burlington, Vermont. Mr. Darwin Pearl Kingsley was born of that marriage, at Alburgh, Vermont, May 5, 1857.

After completing his common-school education, Mr. Kingsley was fitted for college at Barre, Vermont, and in 1877 was matriculated at the University of Vermont. He worked his way through academy and university by farm work, school-teaching, etc., by his own efforts obtaining the funds necessary for this purpose, and received from the University of Vermont the degree of A.B. in 1881, that of A.M. in 1884, and that of LL.D. in 1904.

Upon his graduation, in 1881, Mr. Kingsley went to Colorado and during 1882 was a school-teacher in that State. After the removal of the Ute Indians from their reservation, he became one of the most active of the pioneers who developed, and attracted settlers to, Western Colorado. He became editor of the Grand Junction (Colorado) News in 1883, and made that paper prominent not only in the promotion of local interests, but also as an exponent and advocate of the principles of the Republican party. He acquired much facility as a public speaker and rapidly attained a place of prominence in politics in Colorado. He was a delegate from that State to the National Republican Convention in 1884, and in 1886 was nominated by the Republican State Convention and elected to the office of State auditor and insurance commissioner of Colorado. In that position he acquired an insight into the subject of life insurance which turned the current of his business career from journalism into underwriting, which he took up upon the expiration of his term of office in the State Insurance Department of Colorado.

With a view to a career in life insurance, Mr. Kingsley went to Boston and became connected in that city with the branch office of the

New York Life Insurance Company in 1889. There he developed a degree of ability and aptitude which soon marked him for promotion, and in 1892 he was called to New York to take the important position of superintendent of agencies of the company, a position which he held for six years. In 1898 he was elected trustee and a vice president of the company, holding these positions until elected, June 17, 1907, president of the company, where he has displayed abilities placing him in the front rank of life insurance executives in this country. He is an authority on the subject, and in writings and addresses has discussed a wide range of life insurance problems. Some of these papers and addresses have been collected into a volume and published under the title The First Business of the World. He is also an occasional contributor to reviews and magazines on insurance and other subjects, and is a noted after-dinner speaker.

The 1905 investigation of life insurance left Mr. Kingsley's reputation untouched by even the breath of scandal, and he heartily approved every line of the legislation that followed which was in the interest of better and safer management. But he registered a vigorous protest against its radical features, especially those which violated economic laws and those which virtually took the management of companies out of the hands of those responsible for their conduct. He continued his assaults upon these features of the law until he stood practically alone in the matter, declaring that nothing is ever permanently settled in this country until it is settled right. One by one the radical features of the law have been modified, the last change—made in June, 1910—being the removal of the arbitrary limit upon new business. Mr. Kingsley is an ardent advocate of the federal supervision of all interstate insurance, and has published several able articles on the subject.

Mr. Kingsley is a director of the Louisville and Nashville Railroad Company, and of the Citizens' Central National Bank of New York. He is a trustee and a member of the Finance Committee of the University of Vermont. He is a member of the New York Chamber of Commerce, of the University, Union League, Merchants', St. Andrew's Golf, and other clubs of New York, and of the New England Society of New York.

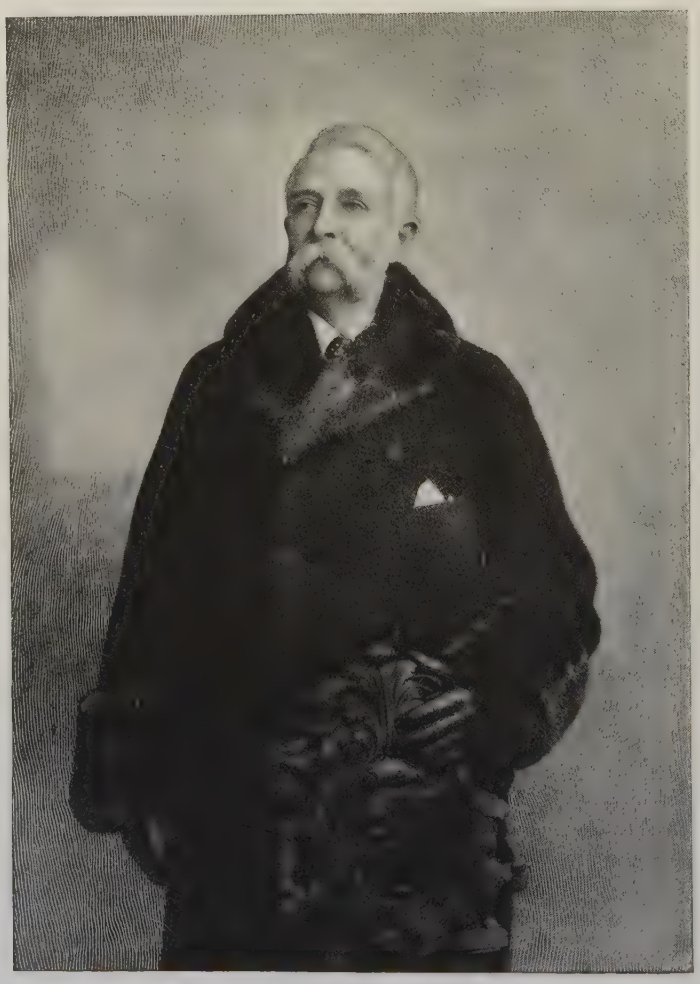
He married, first, at Milton, Vermont, June 19, 1884, Mary M. Mitchell, who died at Brookline, Massachusetts, in August, 1890, leaving him one son, Walton Pearl Kingsley. He married, second, on December 3, 1895, in New York City, Josephine, daughter of the late Hon. John A. McCall, then president of the New York Life Insurance Company, and of that marriage has four children: Hope Kingsley, Darwin Pearl Kingsley, Jr., John McCall Kingsley, and Lois Kingsley. His home is at Riverdale-on-Hudson, New York, N. Y.

EDWIN WARREN DE LEON was born in Charleston, S. C., August 6, 1868, son of Harmon Hendricks and Caroline Agnes (Moïse) De Leon. His Spanish ancestor, Jacob De Leon, came to America about 1760, and became captain on General La Fayette's staff.

Graduating from Columbia Law School as L L.B., 1888, he was admitted to the New York Bar, in September, 1888. He was special agent of the American Casualty Company of Baltimore, 1892-1893; was assistant New York State manager 1893-1894, and manager at New York, 1894-1898, of the Liability Department of the Travelers' Insurance Company; New York manager of the Maryland Casualty Company, 1898-1903. In July, 1903, he became vice president and general manager, and since April, 1909, has been president of Casualty Company of America.

EDWIN WARREN DE LEON

He is author of "The Law of Liability," 1899; "Manual of Liability Insurance," 1909; the articles "Casualty Insurance" (Encyclopædia Americana), and "Liability Insurance" (Cyclopedia of Law and Procedure—American Annotations), 1910. He is on the Executive Committee of the International Association of Accident Underwriters; chairman Editorial Board, International Insurance Encyclopædia; member American Association for Labor Legislation, American Statistical Association, National Child-Labor Committee, Columbia University Alumni, Sons of the American Revolution, Southern Society, South Carolina Society, Casualty and Surety, Economic, Lawyers' and Underwriters' Clubs. He married, in Kansas City, Mo., January 23, 1901, Frances E. Moïse



ANDREW FOSTER HIGGINS

ANDREW FOSTER HIGGINS, whose career as an underwriter, adjuster and financier has earned him a prominent position in the business world, was born January 24, 1831, in Macon, Georgia, where his father, Charles A. Higgins, was engaged in the cotton business. His mother was before her marriage Miss Lucy Rice Crocker; and his paternal grandmother, born Amelia Andrus, was a daughter of General Andrus, and a famous belle of the American Revolutionary period at Newark.

After preparatory education in Georgia schools he pursued collegiate courses in Colgate University and Columbia University, but financial reverses befell his father and he found himself confronted with the necessity of giving up his collegiate career and going to work. He met the situation manfully, taking the first position offered, which happened to be that of clerk in a tailoring establishment, until he could find something more to his taste. Six months later, in 1847, he began his long career in the insurance profession by securing a position with the firm of Jones & Johnson, marine insurance adjusters, in which position he devoted himself to the study of the principles of average adjustment, of which he gained such an expert knowledge, that, at the solicitation of Vice-President Josiah H. Hall, he became adjuster for the Atlantic Mutual Insurance Company. He later, with Henry W. Johnson, established the adjusting and insurance firm of Johnson & Higgins.

Mr. Higgins attained distinction as an adjuster of such ability and accuracy that out of at least ten thousand adjustments made by him, less than twenty were appealed from, and in such cases as went into court Mr. Higgins was invariably sustained. At first the firm kept a staff of lawyers to advise them as to legal questions, but Mr. Higgins, realizing that at some time or other every possible question relating to marine insurance had been passed upon, set to work to make what became the most complete collection of marine decisions ever gathered together, and was able to dispense with the four lawyers on his firm's staff.

Mr. Higgins did notable service in straightening out the affairs of the United States Lloyds, which was a new adventure on the basis of individual unlimited liability each for his respective share thereof, of each risk, the whole number being one hundred. It had been organized by Douglas Robinson, who was of English birth and familiar with the English Lloyds, and he had associated with him James F. Cox as associate agent, and one hundred of the largest and ablest financiers of New York. As the business had not gone on to the satisfaction of the directors, Mr. Higgins, at the earnest solicitation of J. Pierpont Morgan and Samuel D. Babcock, two of the most important directors, examined into the status of the association, with the result that he declared it to be insolvent and much in debt, but with a splendid business under command, if properly managed. The two eminent

financiers mentioned requested Mr. Higgins to assume charge of the whole business, wind up the association and settle its liabilities, and then to start a new business on its opportunities, which he did, winding up the old company with a loss of $700,000, and at date of closing the existing underwriting, started a new company with the same name. He associated with him Mr. Cox, in the firm thereafter known as Higgins & Cox, which in two years made up all losses up to that date, and has ever since been successfully engaged in business.

The rehabilitation of the Knickerbocker Trust Company in the troublous days of 1907 is another great achievement. Mr. Higgins, who had before that retired from the activities of business life, was one of the thirty-five members of the Board of Trustees of the institution at the time when the run upon its resources compelled the closing of its doors. The situation of the institution at that period of stress and stringency was absolutely desperate, and Mr. Higgins, whose record pointed to him as the one man equal to the task, was unanimously chosen to conduct the work of reorganization and rehabilitation. Finding that a large cash sum was needed to insure the success of his program, he set to work to raise it in spite of the forbidding market conditions. Before the panic the stock of the company had been selling at $1200 per share. Mr. Higgins, coming across 80,000 shares of treasury stock which had never been issued, found a market for it at $300 per share, and then, finding himself $400,000 short of the amount needed to finance the company back to life, offered to be one of ten men to put up $40,000 each, which offer being met, he carried through his plans with such success that all obligations were paid, and the company became again a successful going concern, and assumed once more a place among the sound and substantial financial organizations of the country.

Mr. Higgins is a director of the Crocker-Wheeler Co., the Knickerbocker Safe Deposit Co., Mexican Northern Railway Co. (of which he is also president and treasurer); vice president of the Compania Metallurgica Mexicana, the Potosi and Rio Grande Railway Co. and the Sombrerete Mining Co.; director of the Fresnillo Mining Co., Mexican Lead Co., Montezuma Lead Co., and the Tezlutlan Copper Mining and Smelting Co.

He is a member of the Chamber of Commerce of the State of New York, and of its Executive Committee; was captain of Company D, Twenty-second Regiment, during the Civil War and afterward; is one of the few survivors of the original members of the Century Club, member of the City, Down Town, Jekyl Island, Manhattan Chess and other clubs.

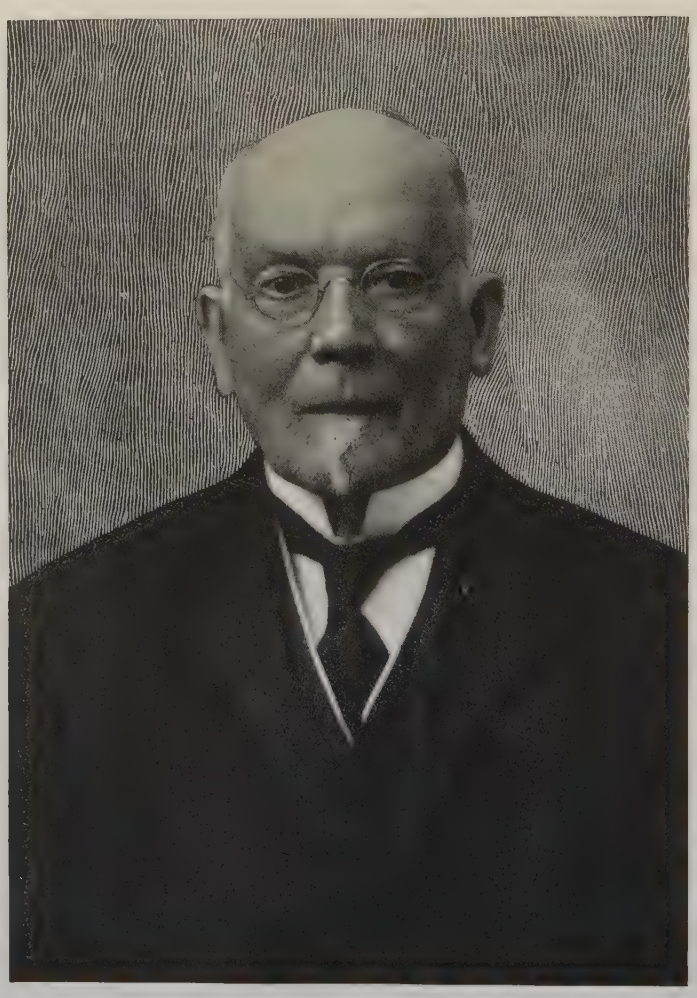
Mr. Higgins married Sarah Hamilton Cornell, daughter of John H. Cornell, banker, and they had a son and daughter, both of whom are now deceased. He resides in Greenwich, Conn.

BEEKMAN HUNT was born in New York, April 20, 1869, youngest son of Charles Havens and Anna de Peyster (Livingston) Hunt. He is a direct descendant of John Hunt, who came from Wales in the latter part of the Seventeenth Century, and through his mother, from Robert Livingston, First Lord of Livingston Manor on the Hudson. Through his grandmother, Cornelia de Peyster, he is a direct descendant of Johannes de Peyster, burgomaster of New Amsterdam (or New Orange), in 1673; and through his great-grandmother, Eliza Beekman, descendant from William Beekman, burgomaster of New Amsterdam, in 1674, and mayor of New York in 1683.

BEEKMAN HUNT

Beekman Hunt began business life with a Wall Street broker at thirteen; soon after he entered the American Telephone and Telegraph Company, rising to be assistant to the division superintendent; then with The Ætna Indemnity Company, becoming solicitor in 1897 and manager in 1899 of its New York branch. When the company executive offices were removed, in 1902, from Hartford, Conn., to New York, he was elected assistant secretary, and in February, 1904, its president. He is president of the Title Guaranty Company of Rochester, N. Y., trustee of the Washington Savings Bank of New York; secretary-treasurer of the Surety Association of America, and member of the Underwriters' Club.

He married, October 12, 1898, Ethel, daughter of Rev. Arthur Sloan, chaplain of Sailors' Snug Harbor, Staten Island. They have two children: Isabelle de Peyster Hunt and Livingston Sloan Hunt.



ANTON ADOLPH RAVEN

ANTON ADOLPH RAVEN was born September 30, 1833, at Curaçoa, Dutch West Indies, son of John R. and Petronella (Hutchings) Raven. His paternal ancestry was English, and his mother was of New York "Knickerbocker stock," her ancestors having emigrated from Holland to New York, afterwards removing to the Dutch West Indies, where Mr. Raven's boyhood was passed until he was seventeen years old, when he came to New York.

He became a clerk in the office of the Atlantic Mutual Insurance Company, January 4, 1852, and worked hard to learn the business with such completeness as to make his service of the highest value. Adhering to this policy throughout his business career, Mr. Raven received steady promotion, being first made underwriter, then fourth vice president, and later third vice president, which position he held ten years. He then advanced to the second vice presidency, and in 1895 was made vice president, two years later being elected to the presidency of the company, which office he holds, after fifty-eight years of most valuable service. As each advanced position became vacant, it found him the one man best qualified to fill it, both as to executive ability and technical knowledge of marine underwriting. His qualifications are not only fully recognized by insurance men, but also by the academic world, he having been selected as one of the lecturers in the course in marine insurance at Yale University.

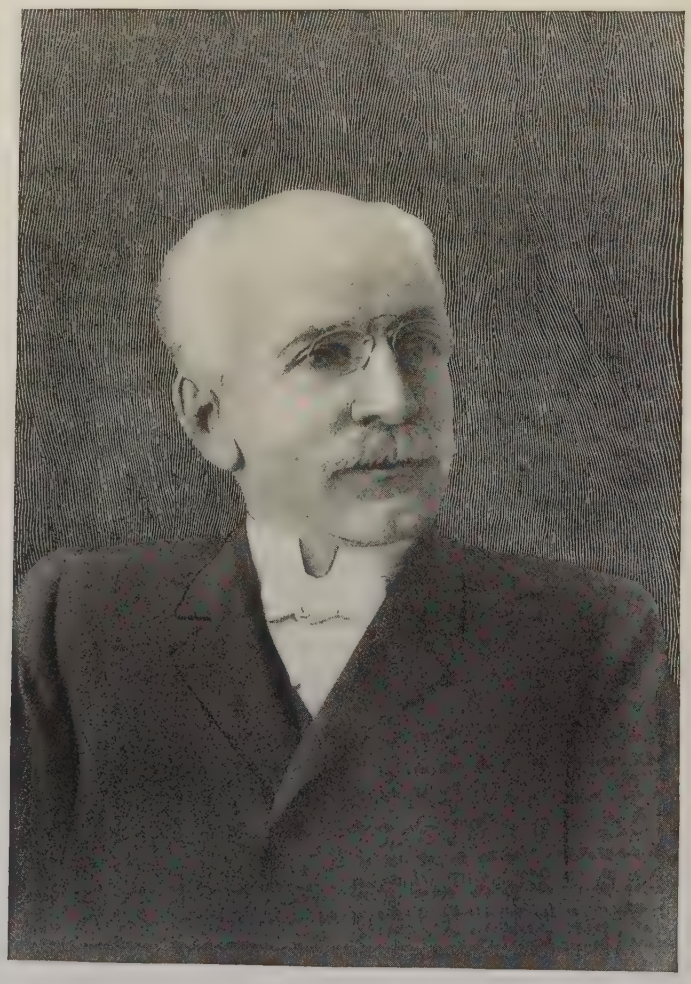
Not only have Mr. Raven's abilities been of incalculable benefit to the Atlantic Mutual Insurance Company, but they have always been freely given to public causes and in support of measures to secure good government in the city, although he has never sought nor held political preferment. His career exemplifies the practical value of trained capabilities, untiring energy and fidelity to confided interests, as factors in making up the combination which is called success.

He has taken an effective part in the work of the Society for the Improvement of the Condition of the Poor in the Borough of Brooklyn, and in private and local charitable work.

Mr. Raven is a vice president of the American Geographical Society, a member of the Metropolitan Museum of Art, of the American Museum of Natural History, and of the Montauk Club of Brooklyn.

Besides these and other social connections, Mr. Raven is a member and director of several prominent financial corporations and organizations.

He was married in New York City in 1860 to Miss Gertrude Oatman, and they have four children. One of these is the Rev. John Howard Raven, D.D., a distinguished clergyman of the Reformed Church in America and an educator and philologist of note, now filling the position of professor of Old Testament languages and exegesis in the Theological Seminary of the Reformed Church in America at New Brunswick, New Jersey.



MARSHALL SYLVANUS DRIGGS

MARSHALL SYLVANUS DRIGGS, late president of the Williamsburgh City Fire Insurance Company, was born in New York City, January 9, 1834; son of Edmund and Delia Ann (Marshall) Driggs. He was of English extraction, the founder of the family in America having been Joseph Driggs, lawyer and extensive landowner, who was born in London, England, in 1686, and settled in Saybrook, Connecticut, in 1712. Mr. Driggs' grandfather, Elliott Driggs, moved from Connecticut to New York State in 1792, and located in Greenwich Village, New York City, and his father, Edmund Driggs, organized and was president of the Williamsburgh City Fire Insurance Company, and held many places of honor and trust during his long and active life.

Mr. Driggs was educated in the Preparatory School of George Payne Quackenbos, distinguished scholar and educator, and in the Redding (Conn.) Institute. He began his business career with the issuance of the first policy of the Williamsburgh City Fire Insurance Company, in March, 1853. He remained with the Company for four years, and then resigned his position as assistant secretary of the company to go into other business, in which he continued for thirty-two years. He became a director of the Williamsburgh City Fire Insurance Company in 1868, and in August, 1889, his father having died, he was elected to succeed him as president of the company, which office he held until his death at his summer residence, September 14, 1910.

Mr. Driggs was also a director in the First National Bank of Brooklyn, the National Surety Company, Casualty Company of America, Empire State Surety Company, American Malt Corporation and Williamsburgh Trust Company, and vice president of the Cypress Hill Cemetery.

He was treasurer of the National Board of Fire Underwriters; was vice president of the New York Board of Fire Underwriters in 1901 and 1902, and its president in 1903 and 1904; was a member of the Chamber of Commerce, the Underwriters' Club, Rumson Country Club, Automobile Club of America, Country Club of New Canaan, Connecticut, and of the Democratic Club of Brooklyn.

Politically he was a Democrat of the old school, but was not active in politics and he never held political office. He was formerly a member of the Methodist Episcopal Church, but left it because of a difference of view regarding baptism, and after that was a member of the Baptist Church.

Mr. Driggs married at Redding Ridge, Connecticut, December 24, 1857, Mary Elizabeth Sanford, daughter of Aaron and Fanny Sanford, of Redding, Connecticut, and sister of the late Henry Sanford, president of the Adams Express Company. They had a son, Marshall S. Driggs, Jr., born November 10, 1858, who died in infancy. He had a city residence in Brooklyn, and a country home at New Canaan, Connecticut.

JOHN GERALD HILLIARD

JOHN GERALD HILLIARD, who has long held a place of distinction among the representatives of the fire insurance interest in New York, was born in Scott County, Iowa, August 21, 1858, being the son of Samuel and Jane Eagar (Boate) Hilliard. He is a descendant of the Irish branch of the Hilliard family, through Captain Robert Hilliard, of Cromwell's army, who was of the ancient Hildyard family of Wynestead Hall, in Holderness, Yorkshire, England; and also traces descent through the Blennerhassetts, Lynns, Nevilles, etc., to Edward III. After the war Captain Hilliard settled in Ireland and from there his descendant, Samuel Hilliard, came to the United States in 1849 and engaged in the lumber business in Davenport, Iowa.

On his mother's side, Mr. Hilliard is a descendant from Gerard Boate, M.D., physician to Charles I, and author of "Ireland's Natural History" published in London in 1652.

Coming from Iowa in early childhood to Brooklyn, N. Y., which has since been his home, Mr. Hilliard was educated in the public schools of that city, from which he was graduated at the age of thirteen. The following year (1872) he entered the employ of the firm of Frame, Hare & Lockwood, insurance agents, in whose office he was, at the age of eighteen, promoted to the position of local underwriter. In 1887 he became a member of the firm of Ackerman, Deyo & Hilliard, and since 1902 has continued the business under his own name as sole principal. At present he is manager for the Metropolitan District for the Scottish Union and National Insurance Company of Edinburgh; the American Central Insurance Company of St. Louis, Missouri; the Security Insurance Company of New Haven; the Liverpool and London and Globe Insurance Company of New York; Girard Fire and Marine Insurance Company of Philadelphia; Lumbermans Insurance Company of Philadelphia; Albany Insurance Company of Albany, N. Y.; German Insurance Company of Wheeling, West Virginia; the Prussian National Insurance Company of Germany, and Standard Insurance Company of Hartford. These are all companies of great financial strength and unimpeachable record for fulfillment of their insurance contracts.

Mr. Hilliard is regarded in the profession as an underwriter of expert ability and trained judgment, whose success has been earned by conservative and sound underwriting, and his agency transacts a very large business.

He is also president of the Underwriters' Building Company, which is engaged in erecting a sixteen-story office building at 51 to 59 John Street, corner of Dutch Street, to be known as the Hilliard Building, a full-page illustration of which appears in the historical section of this book. It will cover a plot of 7200 square feet, with frontages of 81 feet on John Street and 87 feet on Dutch Street. The John Street frontage is approximately half the block,

and as the remaining half of the block frontage, comprising the William Street corner, has been recently improved with a six-story office building, the nine upper floors of the Hilliard Building will have light on all four sides. Historically it occupies a notable site, being built upon the spot where, on January 18, 1770, occurred the conflict between citizens and British soldiers, known as "the battle of Golden Hill," which some have described as the "first conflict of the War of the American Revolution." Architecturally it will present a cheerful relief from the dull monotony of ugly skyscrapers with sawed-off tops. Its three lower stories will be accentuated by a row of limestone pilasters of Corinthian design, the front of the fourth floor being decorated in classic design and the walls thence to the top are of Roman brick and terra cotta, crowned with a roof which is built up on graceful lines of much architectural beauty, and which, silhouetted against the sky, will present a most attractive and striking appearance in comparison with the severely truncated tops of many others of our great business blocks. The Hilliard building is one of the very few of the great office buildings which have been designed with a view to combine an architectural exterior expression which will beautify the city, with the most improved features which modern invention has devised for the convenience of modern office business. A carved limestone doorway will open from the centre of the John Street front into the vestibule and elevator lobbies which will be finished in bronze and Italian marble. Being built in the heart of the insurance district and intended chiefly for insurance offices the building will excel especially in its advanced desirability from the underwriters' standpoint, and from foundation to roof has exceptional fireproof features far beyond any requirement of law. In interior equipment nothing of value or convenience has been omitted from the design; in short, the building is the completed realization of the last word of modern requirement as to what such a structure should be. The character of the occupancy has already been fixed by the execution of twenty-one year leases to several important fire insurance companies and agency firms. Among these will be that conducted by Mr. Hilliard, which will occupy convenient offices in the building, which is undoubtedly the finest structure in the North insurance district.

Mr. Hilliard is a Republican in his political affiliations; and socially he is a member of the Lawyers' Club of New York, the Down Town Association, the New York Athletic Club, and the Marine and Field Club, Union League Club, Brooklyn, Merchants' Association, and Chamber of Commerce of New York.

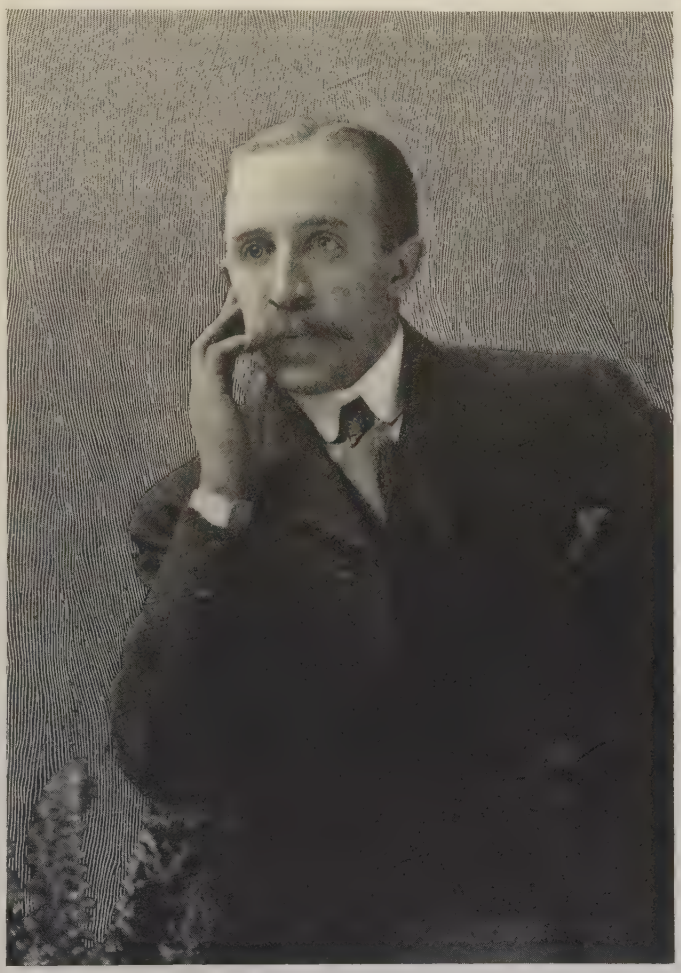
He has his city residence at 258 Decatur Street, in Brooklyn, and has a most attractive country place of fifteen thousand acres at Srugrena Chace, in Pike County, Pennsylvania, where his summers are usually spent.

Mr. Hilliard married, in Brooklyn, October 15, 1885, Eleanor L. Swimm.

CARL F. STURHAHN, who has attained for himself a position of prominence in the insurance profession in New York City, was born in Osnabrück, Germany, January 25, 1870, and comes of a distinguished Hanoverian lineage, the full family name being Sturhahn von Bärenkempen.

He received a college education in Germany, and afterward filled his required term of military service as an officer in the German Army.

He entered the insurance business in 1889, thus embarking upon the profession in which his father had previously been engaged for many years. He has continued actively in the business of underwriting ever since, having been engaged in the same line in England for seven years before coming to the United States.



CARL F. STURHAHN

He was assistant manager for the Munich Re-Insurance Company, in New York, prior to October 24, 1903, when he was appointed to his present position as general manager and attorney for the United States, of the Rossia Insurance Company and the Prussian Life Insurance Company. Mr. Sturhahn has applied his advantages of experience and ability with the result of a steady growth in the American business of his company.

He is a member of the American Academy of Political and Social Science, the Lawyers' Club, Down Town Association, Deutscher Verein, German Liederkranz, Wykagyl Country Club, and Scarsdale Golf Club, and also of the Union League Club of Chicago.

He married Maie Nunes Carvalho, and their home is in Bronxville, N. Y., and has two sons: Herbert Carl and Edward Marshall Sturhahn.

JOHN A. KELLY

JOHN A. KELLY, senior member of the insurance firm of Kelly & Fuller, was born near Manchester, England, in 1861, and was educated in the public schools there.

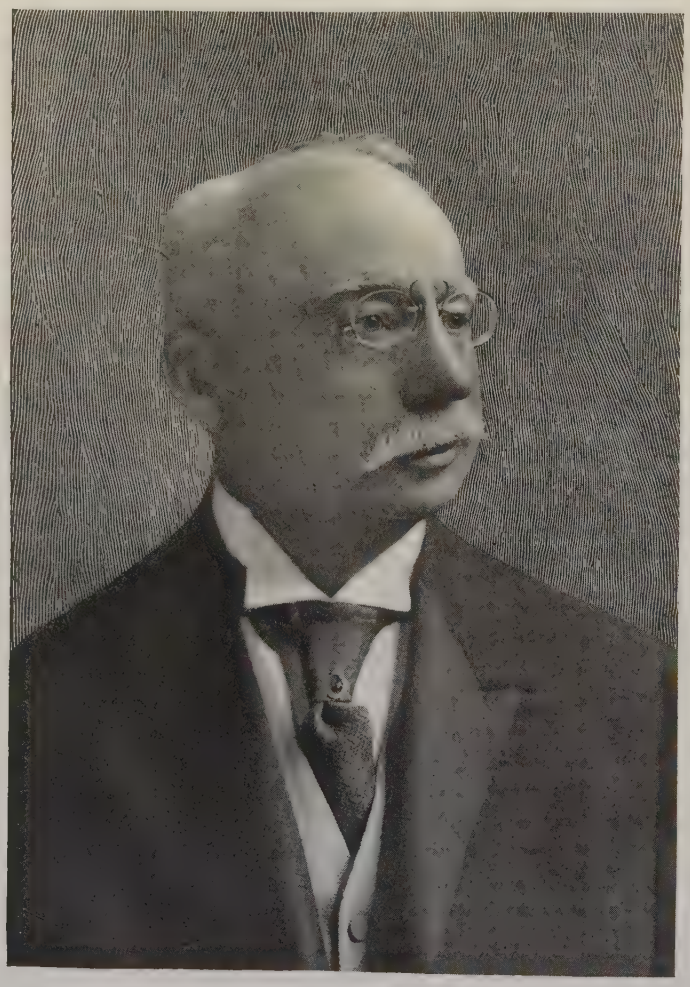
He began his insurance career in 1882, when the Northern Assurance Company established an independent New York department under the management of Henry H. Hall. At that time Mr. Kelly was made special agent of the Northern in New Jersey and Pennsylvania, but was afterwards transferred to Ohio, Indiana, Kentucky, Tennessee, and West Virginia. A few years later Mr. Kelly became connected in a similar capacity with the Queen Insurance Company of Liverpool, covering the Ohio and West Virginia districts, until 1890, when he entered the service of the Scottish Union and National Insurance Company, first in the district of Ohio, Indiana, Kentucky, and Tennessee, and afterwards at the headquarters of the United States department at Hartford, Connecticut, as general agent, and in 1900 became the company's superintendent of agents for the United States and Canada.

In 1902 he was made New York manager of the Fire Association of Philadelphia, and in 1904 absorbed the local fire agency of Blagden & Stillman, the firm becoming Blagden, Kelly & Company. In 1905 Mr. Fuller dissolved the firm of Baldwin & Fuller, and became associated with the firm of Blagden, Kelly & Company, the title being changed to Blagden, Kelly & Fuller. Upon the death of Samuel P. Blagden, in 1906, the title was again changed to Kelly & Fuller, as at present constituted. That firm controls a very large business, representing the Boston Insurance Company, Fire Association of Philadelphia, Georgia Home Insurance Company, Michigan Commercial Insurance Company, Old Colony Insurance Company of Boston, Western Reserve Insurance Company of Cleveland; also the Potomac, Franklin, and Commercial Insurance Companies of Washington, D. C.; and the Humboldt and Teutonia Insurance Companies and Pittsburgh Fire Underwriters of Pittsburgh, Pennsylvania.

Mr. Kelly is one of the best informed and most experienced of American underwriters; and he is president of the Franklin Insurance Company of Washington, D. C., and a director of the Old Colony Insurance Company of Boston, Western Reserve Insurance Company of Cleveland, Michigan Commercial Insurance Company of Lansing, Michigan, and the Potomac Insurance Company of Washington, D. C. He is largely interested in the Underwriters' Realty Company now erecting the Hilliard Building at John and Dutch Streets, in which his firm will have commodious quarters.

He is a member of the Farmington (Conn.) Country Club, and the National Democratic Club of New York.

Mr. Kelly married, in 1896, Miss Hattie Bradley, of New Haven, Connecticut.



GEORGE W. BABB

GEORGE W. BABB, who is one of the most prominent representatives of the fire insurance interest in New York, is a native of Boston, Massachusetts, where he was born October 17, 1847, the son of George W. and Susan (Ham) Babb, and is, on both sides, of English extraction.

He was educated in public and private schools in Boston, and from school went into business life as employee in a dry goods jobbing house in Boston, where he continued from 1865 to 1870. In the latter year he entered upon his long and honorable career in the fire insurance business by securing a position as managing clerk in a local fire insurance agency in Boston. He developed the qualities that make for success in the underwriting profession, and after five years' connection with the local agency, he was given a local agency of his own in Boston, conducting it successfully from 1876 to 1880.

In 1880 he was appointed general agent of the Commerce Insurance Company of Albany, New York, and removed to Albany, giving nearly three years of efficient service in connection with its agency department.

In 1882, Mr. Babb began a connection with the Northern Assurance Company, Limited, of London, England, which has been continuous ever since. He served the company as special agent until 1885, when he was appointed manager of the New England department of the Northern and removed to Boston, and filled that position with ability for four years, at the end of which service, in 1889, he was appointed manager of the New York department of the Northern, comprising the Middle and Southern States, and was also appointed general attorney and financial agent for that company, removing to New York, where he has ever since resided.

In 1896 he again became manager of the New England department of the Northern Assurance Company, upon its consolidation with the New York department, and he is now the manager of the Eastern and Southern departments of the company and its general attorney in the United States.

Mr. Babb is regarded among fire insurance men as one of the most able as well as one of the most successful men in the profession. He has contributed from his experience toward the raising of professional standards and the improvement of insurance methods. He was one of the members of the original Committee of Four, which prepared the Universal Mercantile Schedule, and he possesses a fund of technical knowledge of underwriting which has given him a position of prominence and authority in the insurance world. He was president, 1907-1909, of the New York Board of Fire Underwriters, and is now vice president of the National Board of Fire Underwriters.

Mr. Babb is a member of the Chamber of Commerce of New York, the Merchants' Association, Down Town Association, and the Firemen's Memorial Committee. He is independent in politics. He married, in 1886, in Nova Scotia, Janet C. Messenger.

EMIL LEOPOLD BOAS

EMIL LEOPOLD BOAS, resident director and general manager of the Hamburg-American Line, was born in Goerlitz, Germany, November 15, 1854, the son of Louis and Minna Boas, and he was educated in the Royal Frederick William Gymnasium in Breslau, and in the Sophia Gymnasium at Berlin, whence he was graduated in 1873. He entered the banking and shipping house of C. B. Richard & Boas, of which his uncle was a partner, and after a year in its Hamburg office came to the New York office.

C. B. Richard & Boas were then American passenger agents for the Hamburg-American Line, which had then no office of its own in this country. Mr. Boas became a partner of the firm in 1881 and left it in 1891. At that time the Hamburg-American Line established its own offices in New York for the purpose of consolidating its interests in America, and Mr. Boas was appointed its general manager, a position which he has held ever since. Since 1906 he has also been resident director of the company.

The Hamburg-American Line's interests centering in New York have had a prodigious expansion since Mr. Boas became general manager in 1892, and the New York office is the central and controlling factor of the company's regular lines from Europe to Canada, Boston, Philadelphia, Baltimore, Norfolk, Newport News, New Orleans and Galveston; for the services from New York to Eastern Asia, and for the various lines from New York to Plymouth, Cherbourg and Hamburg, to the Mediterranean, the West Indies, Central America, the Spanish Main and Brazil. In New York the company has offices in its own building, 41-45 Broadway, which are said to be the most magnificent of their kind. The company has its own extensive dock property in Hoboken, and a pier in New York. All agencies in the different American ports, and all those in the interior, report to New York. Here are also outfitting, supply and repair departments for those steamers whose home port is the harbor of New York. As each new line has been inaugurated by the company, Mr. Boas has been an active participant in the establishing of new trade arrangements with the countries interested.

Mr. Boas has also been able to render valuable services to other nations, which have been recognized by decorations conferred upon him by their rulers. He has received the Order of the Royal Prussian Crown (Third Class), and the Order of the Red Eagle (Third Class), from the Emperor of Germany; Officer of the Order of Francis Joseph, from the Emperor of Austria; Chevalier of the Order of SS. Mauritius and Lazarus, from the King of Italy; Knight (First Class) of the Order of St. Olaf, from the King of Sweden and Norway; Commander of the Order of Osmanieh, and Commander of the Order of Medjidié, from the Sultan of Turkey; Officer of the Order of the Redeemer, from the King of Greece; Commander of the Order of Bolivar, from the President of Venezuela.

Mr. Boas has made a constant study, theoretical, historical and practical, of the subject of ocean transportation and commerce, upon which he is an international authority. His tastes are literary, and he has a considerable private library of the English, German, French, Italian, and classical literatures, possessing a familiar knowledge of these languages. He has also delved into Arabic, Chinese and Japanese, being fond of etymological studies.

Although his business interests are directly connected with Germany, Mr. Boas is a patriotic and public spirited American citizen, and has been active in many public movements, particularly in those having to do with the improvement of the water transportation facilities of New York City. He was a member of the committee for the Extension of the Pier Head Line; on the committee which appeared before Congress to secure an appropriation for the now completed Ambrose Channel to the sea; is treasurer and chairman of the Finance Committee of the Greater New York Canal Association, which took a most influential part in securing the improvement of the Erie Canal, and was a delegate of the State of New York to the National Rivers and Harbors Congress. He is a director of the New York Civic Federation.

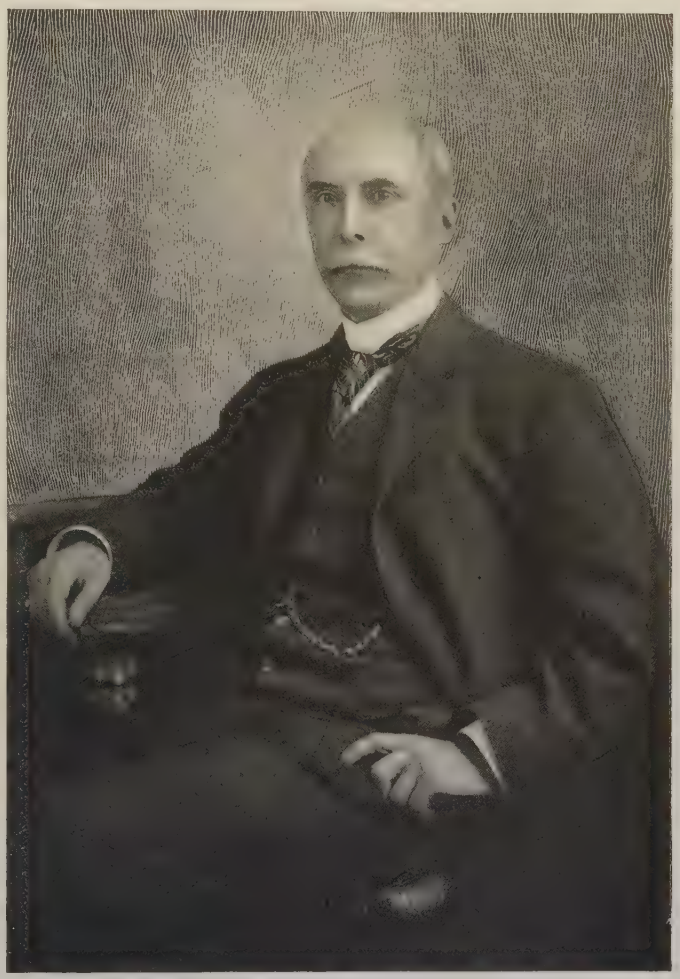
Mr. Boas is a member of the Chamber of Commerce of the State of New York, one of the managing directors of the Board of Trade and Transportation, member of the New York Produce Exchange, the Maritime Association, Society of Naval Architects and Marine Engineers, the National Geographic Society, American Museum of Natural History, Metropolitan Museum of Art, New York Academy of Political Science, American Academy of Political and Social Science, New York Academy of Science, American Association for the Advancement of Science, American Economic Association, American Ethnological Society, the Japan Society, American Scenic and Historic Preservation Society, and Bibliophile Society. He is also a member of the Lotos, Lawyers', New York Yacht, Grolier, Greenwich Country, and Unitarian Clubs, and of the Imperial Yacht Club of Kiel, Germany, as well as of local German organizations, including the Deutscher Verein, Liederkranz, the German Society, and the Germanistic Society of America.

At his country home, "Bonniecrest," Greenwich, Connecticut, Mr. Boas devotes as much time as he can spare to horticulture. He is a gardener of no mean attainments, and in his specialty of orchids has attained a reputation. His city residence is on West Seventy-fourth Street.

Mr. Boas has given much attention to the broadening of intellectual as well as commercial relations between his native and adopted countries, and was the originator and a founder of the Germanistic Society of America, which has for several years past brought noted Germans to lecture in this country.

Mr. Boas married, in New York City, March 20, 1888, Harriet B. Sternfeld, and they have one son.

WILLIAM HARRIS DOUGLAS is one of our foremost American exporters, his firm having world-wide business connections. He was born in New York, December 5, 1855. He is a son of Alfred Douglas, of New London, Connecticut, and Rebecca Ann (Harris) Douglas, of Powhatan County, Virginia. His first American ancestor was William Douglas, who married Ann Mattle, of Ringstead, England, and emigrated to America in 1640. His grandfather, Richard Douglas, fought as a captain at Bunker Hill and throughout the War of Independence.



HON. WILLIAM HARRIS DOUGLAS

Mr. Douglas is president of the firm of Arkell & Douglas, Inc., the business having been established in 1857. He has been an extensive traveler, having made two trips around the world and resided for several years in Europe and Australasia carefully studying international trade conditions, shipping questions, and our foreign relations.

He served as president of the New York Produce Exchange in 1906 and 1907, and is now president of the American Exporters' and Importers' Association and vice president of the National Board of Trade, is also a member of the Chamber of Commerce, Merchants' Association, Maritime Exchange, Union League Club, Republican Club, Sons of the Revolution, etc.

Mr. Douglas is a Republican and has been twice elected to Congress, representing the old Nineteenth and new Fifteenth Congressional districts.

He married, April 11, 1889, Juliet H. Thorne, and they have three children: Ruth Thorne, William Erskine, and Jean Brundrett Douglas.

WILLIAM ROWLAND

WILLIAM ROWLAND, who has for many years been one of the recognized leaders in the important industry of ship joinery, is, like many another successful business man of New York, a product of the farm. He was born at Long Bridge Farm, now called Monmouth Junction, in South Brunswick Township, Middlesex County, New Jersey, April 28, 1828, being the oldest son of James and Elizabeth (McDowell) Rowland. His paternal ancestry was Welsh; his earliest American ancestors on his mother's side came to America from Ireland in the early years of the Seventeenth Century. Thirteen members of the family embarked on the one vessel. They brought a large amount of money and valuables with them, and the captain, upon obtaining knowledge of that fact, kept the ship out for many weeks with the intention of starving them and securing the treasure. They suffered great privations and ten of their number actually died, but the remaining passengers and the crew, discovering his intentions, took charge of the vessel and brought it into port, defeating the captain's purpose. Of the descendants of these McDowells, several have served their country well, and Andrew McDowell, grandfather of Mr. Rowland, was a lieutenant in the Revolutionary Army, fighting at Monmouth, Trenton and in other battles.

Mr. Rowland was educated in the country school of his native place, which he attended during the winter months, and during other seasons assisted his father in the work on the farm. When he was eighteen years old he became an apprentice with Youngs & Cutter, the leading shipbuilders of the city, with whom he served for three years, thoroughly mastering the trade at the bench. Upon the completion of his apprenticeship he embarked in business for himself with a small capital, and achieved fair success, but in 1852 he decided to go to the Pacific Coast, and sailed for San Francisco. There he worked for a time as a ship joiner on the steamer "Brother Jonathan," and when she was ready for sea became her carpenter, in which relation he made several trips to the Isthmus of Panama and back, during which he added to his mechanical attainments a practical knowledge of the actual requirements of a ship at sea, so that in his after work he could plan and execute his work from the standpoint of the sailor as well as from that of the shipjoiner.

On his arrival in New York, he began work for William Collier, one of the leading shipbuilders of that period, his first work for him being the construction of a model of the steamship "Warrior," of the New Orleans and New York line. This model was exhibited at the Crystal Palace in New York in 1856, and attracted much attention from visitors. Soon afterward Mr. Rowland again began work on his own account in New York. The careful attention to detail and the thoroughness of the work, the plans and drawings of which were personally made by him, and his per-

sonal superintendence of his work, early gained him world-wide repute, and ships of his finishing are to be found on every sea.

Among the earlier vessels finished by Mr. Rowland were the steamers "De Soto" and "Bienville" of the New Orleans Line, the "John P. King" of the Charleston Line, the "Mississippi" of the Savannah Line, and the brig "Handy King." These four steamers were afterward sold to the United States Government, which employed Mr. Rowland to convert them and other vessels into men-of-war for service during the Civil War. Mr. Rowland also did the finishing of the steamers "Narragansett," "Rhode Island" and "Massachusetts" for the Stonington Line.

Becoming connected, in 1871, with John Roach in the Delaware River Iron Shipbuilding and Engine Works at Chester, Pa., and during the life of that most distinguished shipbuilder Mr. Rowland designed and superintended the finishing of all the ships built at those works, amounting to about one hundred and thirty vessels. Among these were the famous "Dolphin," "Atlanta," "Chicago" and "Boston" of the United States Navy, the "City of Pekin" and the "City of Tokio" of the Pacific Mail Line, and the "Kansas City," "City of Augusta," "Tallahassee," "Chattahoochee" and "Nacoochee" of the Savannah Line. Mr. Rowland was offered strong inducements to go to England and superintend the finishing of the steamship "City of Rome," but he declined to interrupt his work in this country.

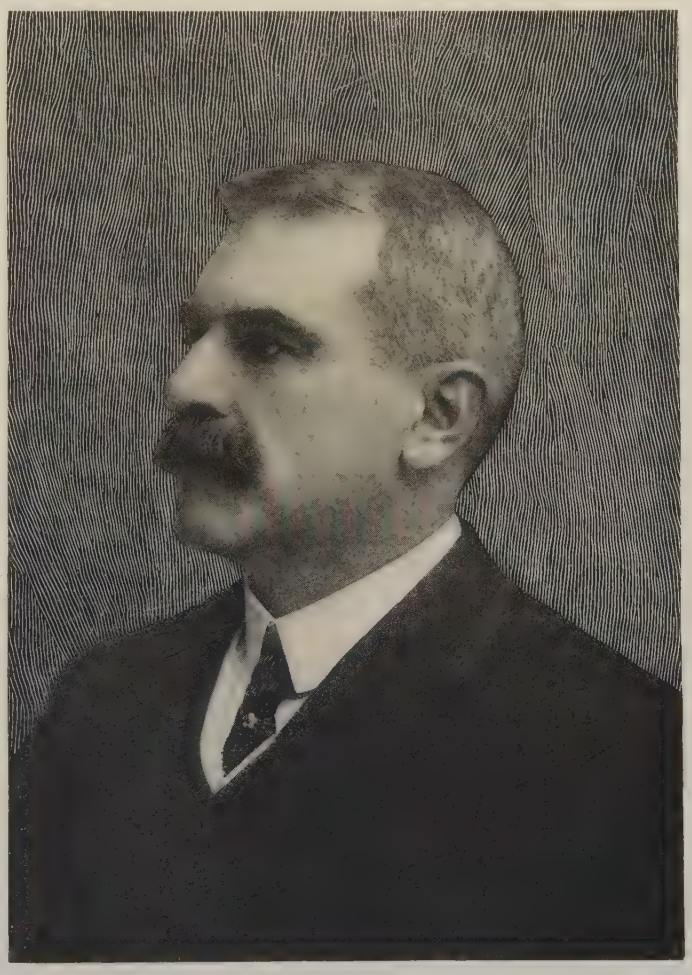
During his entire connection with Mr. Roach, at Chester, Mr. Rowland continued to carry on a separate business of his own in East Ninth Street in New York City. Among other vessels finished at those works were the "Pilgrim," "Puritan," "Plymouth" and "Priscilla" of the Fall River Line, the latter, completed in 1894, acknowledged to be the finest vessel afloat, and also finished all the steamers of the Old Dominion Line.

Mr. Rowland was for many years a director in the Atlantic Coast Line, known as the Livingston and Fox Line of steamers. He is now a director in the Old Dominion Line, the Farmers' Loan and Trust Company, and on the Advisory Board of the Eleventh Ward Branch of the Corn Exchange Bank.

He is one of the oldest members of the General Society of Mechanics and Tradesmen of the City of New York; is a member of the Chamber of Commerce, the Society of Naval Architects and Marine Engineers and of the Engineers' Club of New York. He has a very handsome country seat at New Brunswick, N. J.

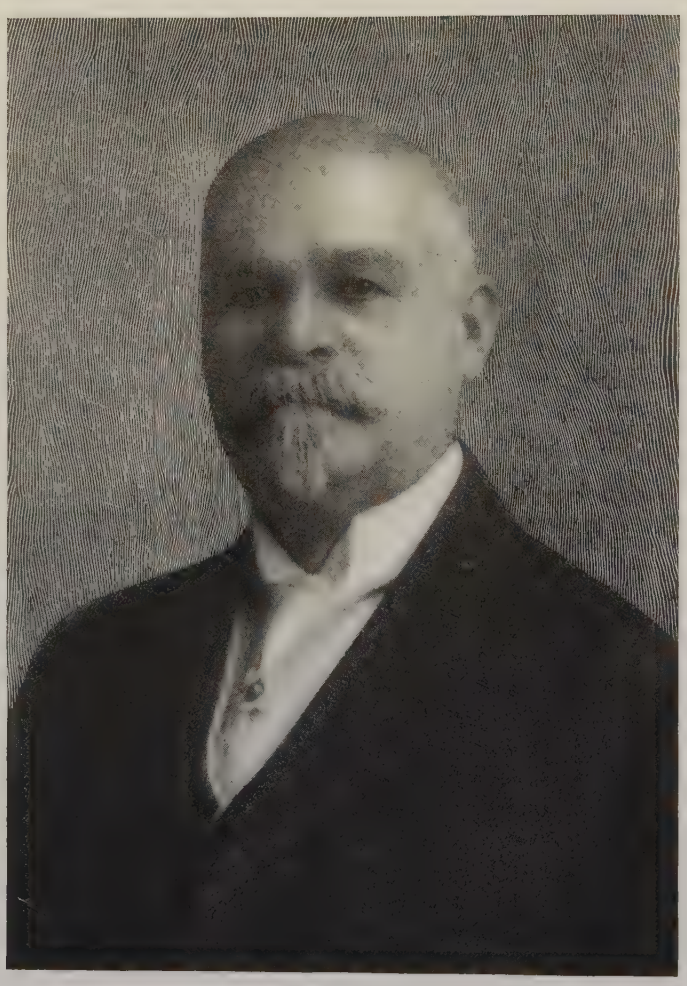
Mr. Rowland married, in New York City, January 15, 1852, Jane de Gau. They have had six children, of whom two daughters are now living. Their eldest daughter, Jennie, married Colonel Robert Adrain, of New Brunswick, formerly president of the New Jersey Senate; and their daughter, Grace, married Dr. Ferdinand Riva, of New Brunswick, N. J.

GEORGE L. DUVAL is the senior active partner of Wessel, Duval & Company, prominent factors in the development of commerce with the west coast of South America. The firm was founded by the late Augustus Hemenway, of Boston, in 1828. The shipments between Chile and the United States were at first carried on by a fleet of sailing vessels. In the early 70's the firm built two auxiliary steamers in England, and employed them in the trade for some time, but they were found to be unsuitable. The firm was, therefore, the first to establish direct steam communication between the United States and the west coast of South America. After again using sailing vessels for a number of years the steamer business was re-established about 1892, and has been maintained uninterruptedly since that time.



GEORGE L. DUVAL

Mr. Duval is of Irish descent, and a Roman Catholic. His activity and zeal as director, treasurer and chairman of various important committees of the Merchants' Association aided in the early prominence attained by that organization, in which he continues to be a prominent factor. He has been for some time the chairman of the association's Committee on Foreign and Colonial Commerce. Mr. Duval was appointed by Governor Hughes a member of the Charter Revision Committee of 1907, and subsequently a member of the New York Charter Commission of 1908. He is recognized as an authority on South American affairs, to which he has devoted his business life.

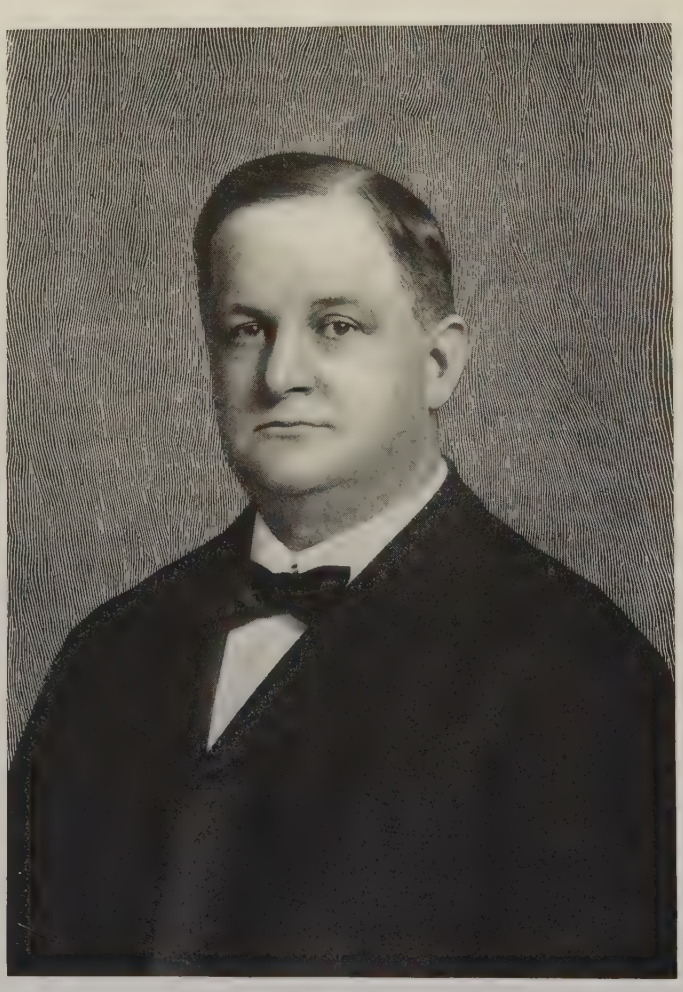


OLIVER GILDERSLEEVE

OLIVER GILDERSLEEVE was born in Gildersleeve, Connecticut, March 6, 1844, son of Henry and Emily (Northam) Gildersleeve. The name Gildersleeve is said to have originated from "sleeves braided with gold" worn by an official of the early Court in Flanders, and that after 1066 the name was carried to England, Sweden and Denmark. The records in Norfolk County, England, show: "Roger Gyldensleve 1273:" "John Gildensleve, Fellow of College of the Holy Cross, 1421:" "John Gildersleve, rector of Little Cressingham 1588:" Other records show "Sir Conrad Gildensloeve of Vlaburg, Sweden, came to England in 1660 with Charles II and was Knighted by the King at Whitehall, July 30th, 1660;" also "Count Ulrich Christian Gyldensloeve, Grand Admiral of Denmark was born in 1685, died 1719." Richard Gildersleeve, born in England, 1601, came to America in 1635 with his wife, Joanna Appleton (of a very eminent family); in 1641 he represented Stamford in the General Court in New Haven; in 1644 he was of the company that settled Hempstead, Long Island, and for forty years was a magistrate there. In 1776 Obadiah (of the fifth American generation) moved from Long Island to the place now called Gildersleeve, on the Connecticut River, where he or his descendants have ever since been shipbuilding. His grandson, Sylvester, in 1821, started the present Gildersleeve ship yard, which has turned out 101 sailing vessels, 18 steamers, and 145 barges. Nearly all the sail vessels employed in the regular packet line between New York and Galveston, before the Civil War, were built at this yard, as was also the ship S. Gildersleeve, which was burned by the Alabama.

Oliver (grandson of Sylvester) entered the Gildersleeve ship yard in 1861, when No. "83" was built: No. "264" is now under way, showing 181 crafts built since Oliver began. From 1881 to 1884 he was interested in the shipping commission business at 84 South Street, New York City; in 1897 with his son, Louis, he established at 1 Broadway, New York City, an agency for the selling and chartering of vessels, built at the Gildersleeve ship yard: 104 vessels of from 400 to 2000 tons burden, have been handled by this agency.

For twenty-six years he has been a warden and convention delegate of Trinity Church, Portland, Connecticut; in 1900 he established "The Oliver Gildersleeve Memorial Fund," the income from which is of substantial aid to Trinity Church: he is a trustee of the Episcopal Academy of Connecticut, and has held many other ecclesiastical appointments, usually involving the raising of money. He is a member of the Connecticut State Board of Rivers and Harbors Commission, and was appointed by the governor a delegate to represent Connecticut at the convention of "The Atlantic Deeper Waterways Association, held at Norfolk, Virginia, November, 1909, and the National Rivers and Harbors Congress, held at Washington, D. C., December, 1909. In 1900 he was the Democratic nominee for Congress in his district.



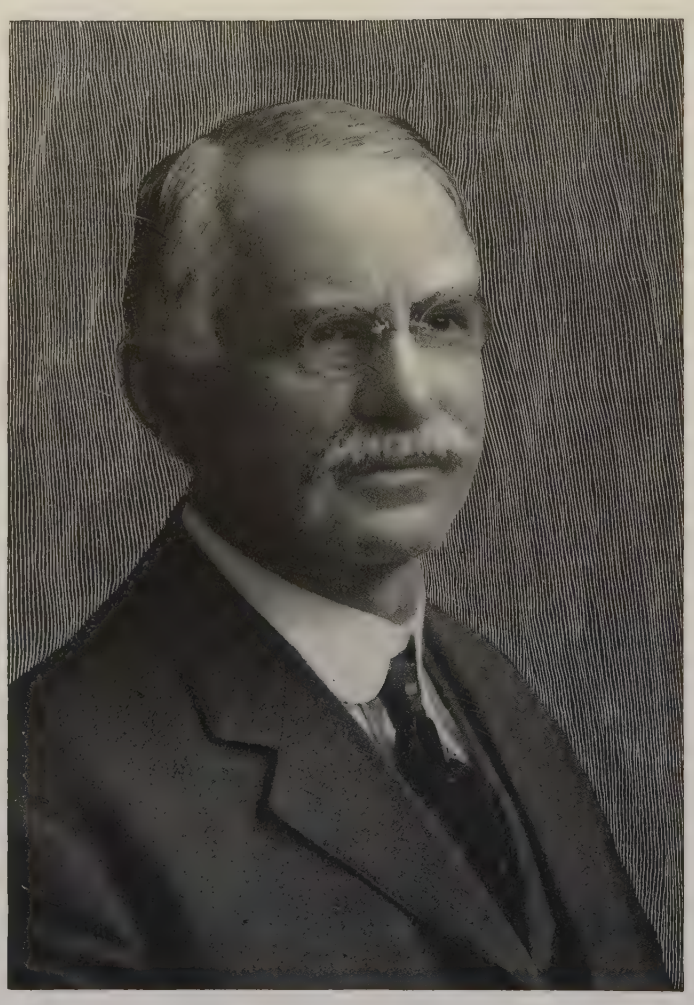
GEORGE TABER HAY

GEORGE TABER HAY, now the head of the firm of J. F. Whitney & Company, shipping and commission merchants, was born in Brooklyn, New York, May 21, 1858, the son of Charles H. and Rachel (White) Hay. On the paternal side he is of Scotch family long settled in this country, while his mother was a native of Scotland and came to the United States in 1847. His father, Charles H. Hay, was a prominent and highly respected citizen of Brooklyn, and was engaged for many years in a successful business as a chandler.

Mr. Hay was educated at home and in the public schools of Brooklyn, and he began his training for active life in the office of J. F. Whitney & Company, in 1872, at the age of fourteen. Ever since then he has been connected with that firm, advancing step by step as he added experience and aptitude, and he filled positions of increasing responsibility, becoming a partner, and in 1896 became the senior member of the firm, which is one of world-wide connections, and has built up a trade of constantly increasing volume. The house enjoys a high reputation as the result of having for so many years pursued a policy of the highest commercial integrity, and Mr. Hay, personally, has obtained a most excellent position in maritime and commercial circles, having been for several years a director of the Maritime Association of New York and being at present one of the Board of Managers of the New York Produce Exchange. He is a trustee of the Broadway Savings Institute; a director of the Battery Park National Bank of New York; trustee of the Flatbush Building and Loan Association of Brooklyn Borough, and a director of the Modern Pen Company.

Mr. Hay is a Republican in his political affiliations, and while he has never sought or held office he has always taken a great interest in the welfare of the party and has represented it as a delegate at several Republican conventions. His religious affiliations are with the Methodist Episcopal Church, and he was a trustee of the Eighteenth Street Methodist Episcopal Church, in Brooklyn, from 1882 to 1903, and he is now a trustee of the Fenimore Street Methodist Episcopal Church, in Brooklyn Borough, always taking a great interest in the business affairs of the church, both locally and at large. Mr. Hay's travels have been for the most part confined to places in the United States and Canada, with the exception that he has also made two business trips to Great Britain and France. He has his office at 21 to 24 State Street, in New York City, and his home at 80 Winthrop Street, Brooklyn.

Mr. Hay married, October 12, 1881, Susan A. Dobbs and they have four children: Anna Elizabeth, who was born in 1883, and who was married, in 1907, to Robert Judson Taylor, of Brooklyn Borough; Esther Melbourne, who was born in 1888; George Taber Hay, Jr., born in 1891; and Susan Dobbs Hay, born in 1897.



MARSHALL JOSEPH CORBETT

MARSHALL JOSEPH CORBETT, one of the leading representatives of the custom-house brokerage business, is a native of Brookdale, Pennsylvania, where he was born June 15, 1843, the son of Ira and Juliette E. (Bowes) Corbett. He is descended on both sides from old American families, his earliest American ancestor on the father's side having been Robert Corbett, who came to this country from England about 1650. On his mother's side his great-grandfather was a captain in the War of the Revolution, and his grandfather served in the War of 1812. His father had a successful career in Pennsylvania as a lumberman, merchant, and farmer.

Mr. Corbett was educated in the common schools, and afterward attended a commercial college in preparation for a business career. On June 18, 1862, he enlisted as a private in the One Hundred and Thirty-seventh Regiment of New York Volunteer Infantry, and when that regiment was mustered into United States service, September 3, 1862, he was elected second lieutenant. He was promoted to first lieutenant May 30, 1863, and to captain December 30, 1863, and was brevetted major for meritorious service and honorably discharged June 9, 1865, at the close of the war. He participated in many of the important battles and engagements, including the Battles of Chancellorsville, Gettysburg, Wauhatchie, the Atlanta Campaign, Sherman's March to the Sea, and the Battle of Averyville or Goldsboro, North Carolina.

After his four years of patriotic and distinguished service in the Union Army, Mr. Corbett engaged in business pursuits until April, 1870, when he was appointed a clerk in the United States appraiser's department, in which he advanced by successive promotions until he became examiner and assistant appraiser of merchandise of the port of New York, in which office he continued until 1892. During his service of twenty-two years in the custom house, Mr. Corbett became one of the foremost experts in the country with reference to the customs tariff, customs appraisement, and custom-house usages and regulations, and on leaving the service of the United States appraiser's department he established himself as a custom-house broker, bringing the fund of valuable knowledge attained in his long experience in the customs service into the service of many of the leading commercial houses, whom he represents in custom-house matters. Prompt, efficient and reliable in every respect, Mr. Corbett has built up an extensive business and is now one of the leading representatives of the custom-house brokerage business at this port.

Mr. Corbett married, at Binghamton, New York, December, 1869, Alice A. Waldron. They have a son, Lawrence B. Corbett, born in October, 1870, who married Miss Grace Cleary; and they have four daughters: Alice E., born in March, 1872, and married to Professor Frederick H. Williams; Grace W., born in 1879, married to John Campbell; Clara L., born 1882, and married to Denison Stokes Phelps; and Miss Mabel Corbett, born in 1888.

HENRY RUDOLPH KUNHARDT, one of the prominent merchants engaged in the export and import business of New York City, was born on Staten Island in 1860. He entered upon his business career in 1878, and in 1880 and 1881 he was connected with business houses in Antwerp, Havre and Liverpool. In 1882 he entered the employ of Kunhardt & Company, and two years later became a member of the firm of which he is now the senior partner.

HENRY RUDOLPH KUNHARDT

Among other interests, Mr. Kunhardt is a director of the German American Bank, a trustee of the Hamburg-Bremen Fire Insurance Company, and a director of the Carpenter Steel Company. In 1901 he served as president of the Maritime Exchange of the Association of the Port of New York.

In his political affiliation Mr. Kunhardt is a Republican, and in the days of the Municipal League and Good Government Clubs, he was on the Executive Committee of the League and president of Club B. Later he served as a member of the Executive Committee of the Citizens' Union in the first Low campaign, and at the present time he takes an active and public-spirited interest in all measures for the promotion of the welfare of Bernardsville, New Jersey, where his country place is located.

In 1888 Mr. Kunhardt married Mabel A. Farnham, of this city. They have three sons: Henry Rudolph Kunhardt, 3d, George Farnham Kunhardt, and Kingsley Kunhardt, all of whom are being educated for active business pursuits.

CHARLES RANLETT FLINT, international merchant, was born at Thomaston, Maine, January 24, 1850, son of Benjamin and Sarah Tobey Flint. He was graduated from Brooklyn Polytechnic Institute in 1868; entered the employ of W. R. Grace in 1869; joined in establishing the firms of Gilchrist, Flint & Company, ship chandlers, in 1871; W. R. Grace & Company, 1872, and Grace Brothers & Company, of Peru, 1876; and thereafter took a leading place in the trade of the United States with Chile, Peru, Brazil and Latin America generally, sustaining important commercial and official relations with those countries. In 1885 he became a member of Flint & Company, which his uncle and father established in 1837, under the name of Chapman & Flint.

CHARLES RANLETT FLINT

He was United States delegate to the International American Conference in Washington in 1889-1890, negotiated the reciprocity treaty between the United States and Brazil, formulated reports and resolutions providing for the establishment of an International American Bank and the Bureau of American Republics; and as agent for President Peixotto (1893), gave important aid in preventing the overthrow of the Brazilian Republic by the Monarchists. He rendered valuable service to the United States Government in connection with the war with Spain; and to the Russian Government during its war with Japan. During eighteen years past his chief work has been industrial consolidation; and having organized thirty-nine corporations with outstanding capitalization of $3,6,000,000, he has earned the title of "Father of Trusts." He married, in 1883, E. Kate Simmons, of Troy, N. Y.

WILLIAM HENRY HOUGHTON AMERMAN, customs and insurance broker, was born in New York City, September 22, 1846, son of Isaac and Jane Maria (Banta) Amerman. He is a direct descendant from Derick Jans Amerman, who came from Holland to New Netherland, in 1650, was a deacon in the Dutch Church at Flatbush, Long Island, 1682, and captain of the militia in 1690. Through his grandmother, who was a daughter of Thomas de la Montagne, he is also a descendant of Dr. Johannes de la Montagne, who was a member of the Provincial Council of New Amsterdam, in 1638.

WILLIAM HENRY HOUGHTON AMERMAN

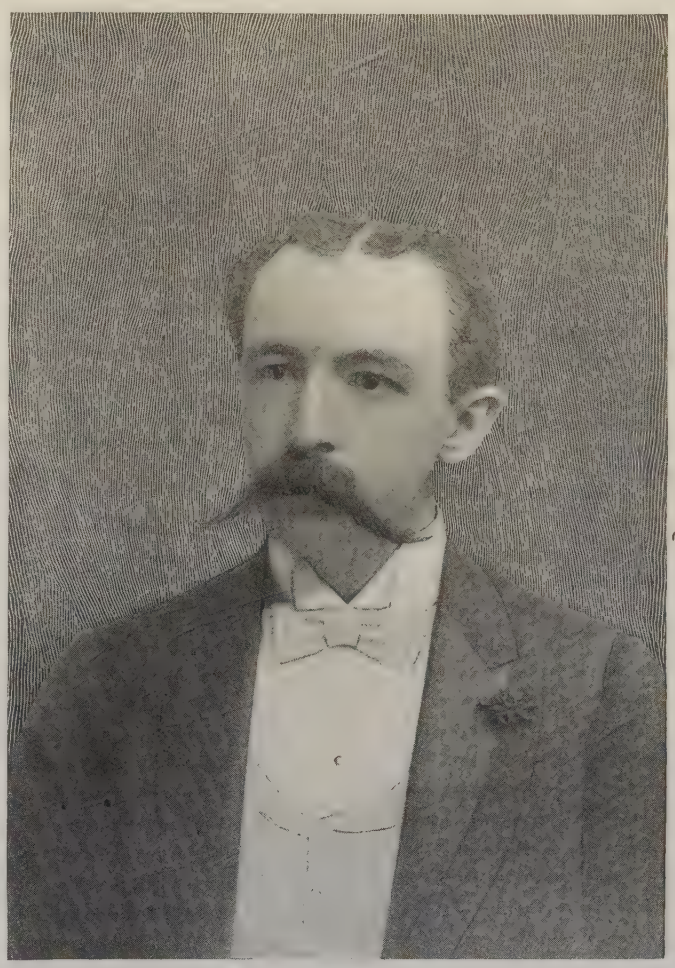
Mr. Amerman, who was educated in the city public schools, entered business as office boy and later clerk with a large importing firm, and since February, 1870, has been engaged in business on his own account as a customs and insurance broker, in which line he is one of the leading experts.

He has traveled extensively in the United States, Canada and Mexico, as well as in all of the principal countries of Europe. He is an independent Democrat in his political views; is a member of the Holland Society, the Manhattan Club, City Club, St. Nicholas Society of Nassau Island, The American Alliance, the Coffee Exchange and Belle Harbor Yacht Club, having a summer residence in Belle Harbor, Long Island.

He was married, in New York, June 30, 1870, to Elizabeth A. Armitage, and has two sons: William Henry Houghton Amerman, Jr., and Corydon Melvin Amerman.

ANTHONY J. McCARTY, engaged for thirty-five years as a custom-house broker, was born in New York City, February 22, 1858, son of Thomas and Annie (Lee) McCarty and a descendant of Lawrence McCarty, who came from Ireland in 1800. His uncle, H. J. McCarty, was in the produce business, served in the Common Council, and was foreman of No. 14 Engine, on Vesey Street, in the New York Fire Department.

After leaving Public School No. 13, in Brooklyn, Anthony J. McCarty became clerk with Dingelstedt & Co., 21 State Street, of which Adolf Dingelstedt was then head, and after some years' service became a partner. Three other members of the Dingelstedt family have since been members of the firm, but all are now deceased and Mr. McCarty is now sole member of Dingelstedt & Company, one of the oldest and most successful firms of custom-house brokers in this country and representatives in custom-house business of many of the largest importing firms and corporations.



ANTHONY J. MCCARTY

Mr. McCarty is vice president of the Custom-House Brokers' and Clerks' Association. He is a Republican in politics, served as first sergeant of Company G (the "Beecher Company") of the Thirteenth Regiment, National Guard of New York, and was president of the Non-Commissioned Officers' Association of the Thirteenth Regiment. He resides in Brooklyn.

He married, in Brooklyn, October 27, 1899, Carrie (Wishart) McCarty, and they have five children: A. J. McCarty, Carrie McCarty, Robert McCarty, John McCarty and Dorothy McCarty.

THOMAS NATHANIEL JONES

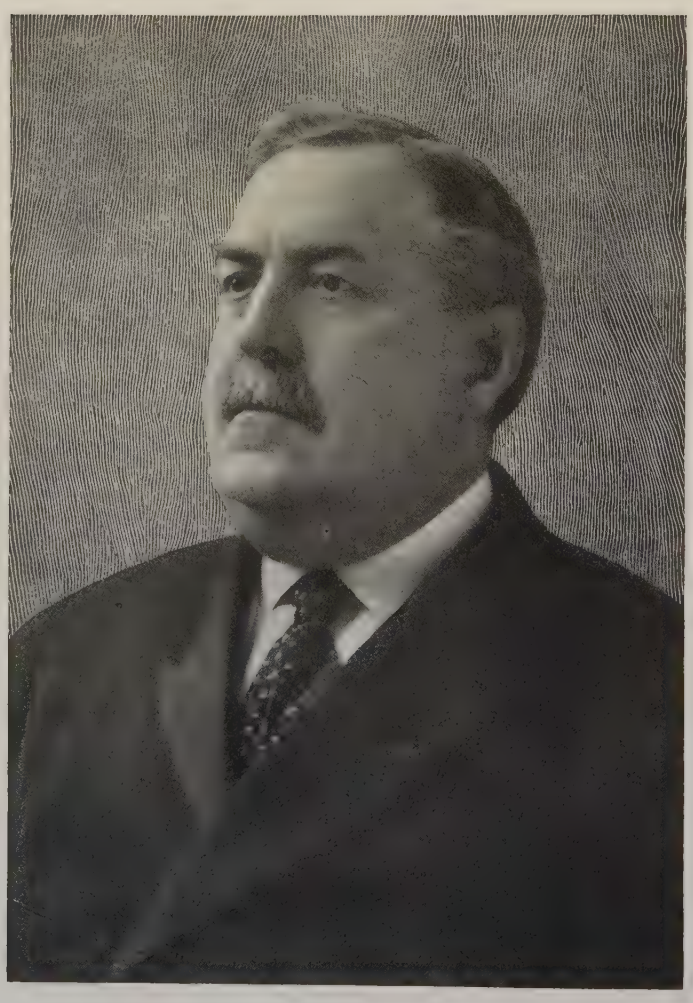
THOMAS NATHANIEL JONES, who has had an active and successful career in banking, shipping, and other interests in New York, was born in New York City, November 4, 1874, being the son of William and Winifred (Lewis) Jones. His father, who was of Welsh descent and nativity, is a Presbyterian missionary, who came to the United States in 1863.

Mr. Thomas N. Jones received his education in the public schools of New York. In 1889 he was employed by Lord & Taylor, leaving there he went with the Autographic Register Company, and later was employed by the United States Mineral Wool Company until 1891, when he entered the employ of the Chase National Bank of New York City as a messenger. He advanced in that institution until he became assistant paying teller, but resigned in 1902 to become paying teller with the Consolidated National Bank of New York City, where he was, soon afterward, elected assistant cashier. He resigned that position in October, 1905, to join the Donald Steamship Company of New York, of which he is treasurer, secretary and director, and he is also a director of the Donald Steamship Company, Limited, of Bristol, England. Three new fruit steamers and two freight steamers have been built and the business of the company has been very greatly increased during the past five years.

Mr. Jones is also now president and director of the Jones Change Register Company, a corporation recently formed for the purpose of placing on the market a change-making register that will automatically deduct any amount from any coin up to a silver dollar, recording the amount, and give the exact change. This company also owns the patents of the Jones Duplex Check Gate, a device that does the same work as a turnstile, only that it works upon an entirely different principle, as it does not revolve. It can be placed on the pay-as-you-enter type of cars, and each passenger will register himself, and it is equally applicable for use in any other place where a count of people entering is desirable. The devices which are handled by the Jones Change Register Company are, all of them, the inventions of William D. Jones, a mechanical and electrical engineer of much skill, who is a brother of Mr. Thomas N. Jones.

Since 1908, Mr. Jones has also been president and director of the Antiseptic Holder Company of New York, and treasurer and secretary of the World Securities Company; and he is also an underwriter with the New York Commercial Underwriters.

Mr. Jones has made several trips to Europe and the West Indies, and through the United States and Canada on business and pleasure. He is a member of the St. David's Society of New York; Suburban Council, Royal Arcanum; Knickerbocker Circle of the Protected Home Circle, and the Traffic and Railroad Clubs, of New York.



CHARLES ARTHUR MOORE

CHARLES ARTHUR MOORE, now president of the great manufacturing corporation of Manning, Maxwell & Moore, Incorporated, was born at West Sparta, Livingston County, New York, being the son of William Ropes and Caroline M. (Van Ness) Moore. On the paternal side he is of Scotch, and on the maternal, of Dutch ancestry. His paternal great-grandfather, Dr. Francis Moore, who was one of the members of the historic "Boston Tea Party" and was conspicuous for the financial assistance which he gave to the American cause during the trying days of the Revolution, served as a surgeon in the patriot army, and took part in the seige of Louisburg and the battle of Bunker Hill.

Mr. Moore was educated in public and private schools in Rochester, New York, and Lynn, Massachusetts, and in early life had some experience in the United States Navy. He then engaged as a manufacturer of steam specialties in Boston, became president of the Ashcroft Manufacturing Company and the Consolidated Safety Valve Company, and in New York, in 1880, joined forces with the firm of H. S. Manning & Company, forming the firm of Manning, Maxwell & Moore. Mr. Maxwell, of this firm, died in 1895, and Mr. Manning having retired, Mr. Moore incorporated the business in 1905, forming the present concern of Manning, Maxwell & Moore, Incorporated, of which he is the president and controlling owner. The business of the firm is manufacturing and dealing in machine tools, electric cranes, engineering specialties and supplies; and in its line it is one of the most extensive in the world, with connection in all principal foreign countries.

Mr. Moore also has many other important business and financial interests, being president of the Shaw Electric Crane Company, Consolidated Safety Valve Company, Ashcroft Manufacturing Company, Hancock Inspirator Company, the Hayden & Derby Manufacturing Company, the United Injector Company, and Windsor Machine Company; and he is a director of the Casualty Company of America, the Continental Insurance Company, Liberty National Bank, American Bank Note Corporation, and the National Machinery Company. He ranks as an executive of wide knowledge, forceful initiative and administrative ability of a superior order.

Mr. Moore has never held public office, except that he was elected presidential elector on the McKinley and Hobart ticket in 1896, and was appointed by the New York Electoral College as its special messenger to deliver the electoral vote of New York State. He has always been prominently identified with national, State and municipal politics as a Republican, taking an influential part in the party councils; and he has several times been a member of the Republican National Conventions. He has very frequently been prominently mentioned as a possible candidate for mayor of Brooklyn, mayor of New York, and governor of the State of New York, and was formerly for

some time president of the Brooklyn Young Republican Club. He has been especially active and aggressive as a supporter of the Republican doctrine of the building up and encouragement of American industries through the medium of a protective tariff, and has been influential as an advocate and exponent of the protection policy. This activity has made him a leader in the American Protective Tariff League, of which he was president for ten years, and the success of which, as an educative and political factor, is in very large measure due to his initiative and executive ability.

He enjoyed the personal friendship of the late President McKinley, whom he accompanied on his presidential trip to the Pacific Coast, and had the honor of being the only guest of the President on that journey outside of his Cabinet.

He has traveled all over the United States, and very extensively in Europe and Northern Africa, and he has a wide acquaintance with men and affairs at home and abroad. He has received from the French Government the decoration of Chevalier of the Légion d'Honneur, and is a member of the American Chamber of Commerce in Paris. He finds his most favored recreation in automobile journeys, and he has made numerous much enjoyed automobile trips in various parts of Continental Europe.

Mr. Moore was a founder and for ten years president of the Montauk Club in Brooklyn; a member and formerly president of the New York Civic Federation, taking an active part in building up and extending the usefulness of that important organization. He is vice president of the St. John's Guild and treasurer of the Railway Business Association. He is a member of the Chamber of Commerce of the State of New York, the National Civic Federation, New York Board of Trade and Transportation, American Society of Mechanical Engineers, Empire State Society of the Sons of the Revolution, the Ohio Society, St. Andrew's Society, Pilgrims of the United States, Society of the Genesee, New England Society of Brooklyn, and the Automobile Club of America. He is also a member of the Army and Navy Club, Republican Club, Union League Club, Lotos Club, Engineers' Club, Railroad Club, Machinery, Lawyers' and Transportation Clubs. His town house is at 524 Fifth Avenue, and his country residence, "Old Orchard," at Belle Haven, Greenwich, Connecticut, where he usually spends part of the summer season.

Mr. Moore married, at Norwalk, Ohio, Miss Mary C. Campbell, and they have four children: Charles Arthur Moore, Jr., now vice president and secretary of Manning, Maxwell & Moore, Incorporated, born June 23, 1880, and married Annette Sperry; Jessie Campbell Moore, born January 17, 1884, now married to Colby Mitchell Chester, Jr., son of Rear Admiral Colby M. Chester, U. S. N.; Mary Elsie Moore, born October 23, 1887, who married Don Marino dei duchi Torlonia, of Rome, Italy; and Eugene Maxwell Moore, born in February, 1891.

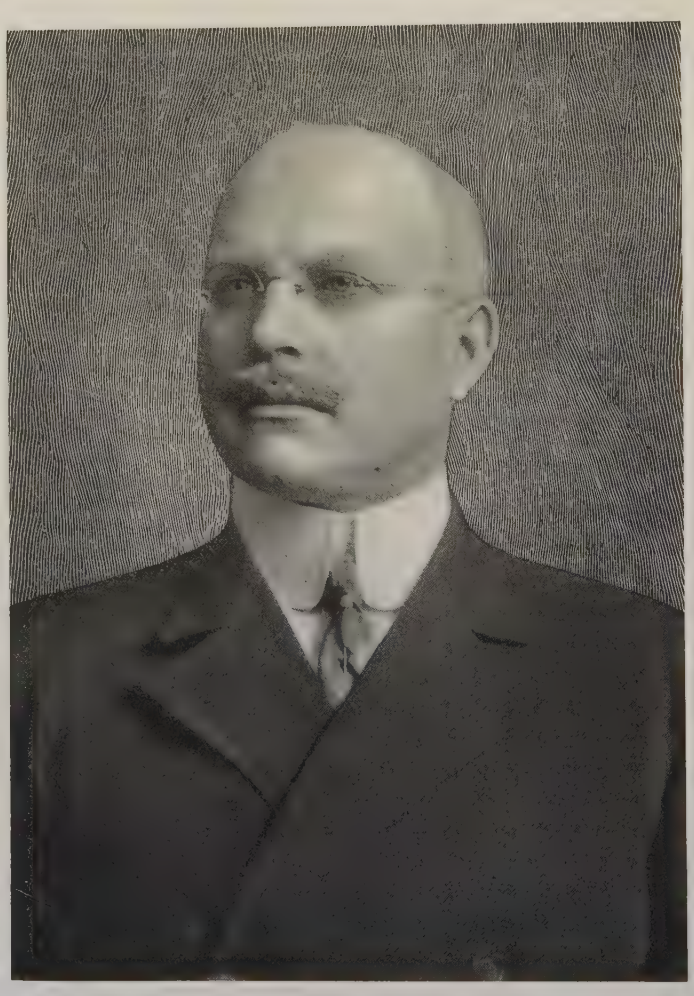
WILLIAM DELAVAN BALDWIN, president of the Otis Elevator Company, was born in Auburn, N. Y., September 5, 1856, being son of Lovewell H. and Sarah J. (Munson) Baldwin. He is of English ancestry, early transplanted in New England.

After completing the courses in the district and high schools of Auburn, N. Y., he entered the works of D. M. Osborne & Co., manufacturers of harvesting machinery, at Auburn. Thoroughly mastering both the manufacturing and business details, he reached a high position with that company, which in 1878 sent him abroad; and for five years he did efficient work in the promotion and enlargement of the company's European business. Resigning from that connection in 1882, he purchased an interest in and became treasurer of Otis Brothers & Company, engaged in the manufacture of freight and passenger elevators. He later took the lead in reorganizing the business, and is now president and director of The Otis Elevator Company, the largest manufacturers of elevators in the world, maintaining seven large factories in this country and fifty branch offices and employing over 6500 people. He is a director of the Lincoln Trust Company and Home Insurance Company.

WILLIAM DELAVAN BALDWIN

He is a member of the Chamber of Commerce, the American Geographical Society, and the Union League, Lawyers', Engineers', Racquet and Tennis, Adirondack League and National Arts Clubs.

He married, in New York City, in 1881, Helen, daughter of Nahum M. Sullivan, of Montclair, N. J. Of their seven children, five are living.



WILLIAM ELLIS COREY

WILLIAM ELLIS COREY, now president of the United States Steel Corporation, has had a career which has few parallels in the history of American industry. His advance from a position of humble beginnings to that of president of the world's greatest corporation took little more than twenty years, yet each of the rapidly succeeding steps he made up the ladder of success was the reward of demonstrated fitness and efficiency.

He was born in Braddock, Pennsylvania, May 4, 1866, son of Alfred A. Corey, formerly a coal operator, but now retired, and Adaline (Fritzius) Corey. He is of an old American family, and in the Eighteenth Century an ancestor of his, Benijah Corey, was owner of a farm of three hundred acres of land located in what is now a part of New York City.

Mr. Corey was educated in the public schools of Braddock, afterward taking a business course in Duff's College in Pittsburgh. At the age of sixteen he secured employment in the chemical laboratory of the Edgar Thomson Steel Works at Braddock. Captain William R. Jones, who was then in charge of those works for the Carnegie firm, whose genius as a practical steel manufacturer and works manager, was one of the greatest of early factors in securing for the United States its primacy in the steel industry, and for the Carnegie Steel Company the lead among the many corporations engaged in steel manufacture.

Mr. Corey made a study of the chemistry and metallurgy of steel, of the processes of manufacture as exemplified in the Edgar Thomson Works, and of the methods of management which appeared most practical. As in the Army of Napoleon every private was said to carry a field-marshal's baton in his knapsack, so in those years of rapid development of the steel industry by the Carnegie Company, the worker in the ranks might look forward to the highest positions as the reward of special ability in the production of steel better, faster or at less cost. In every duty placed in Mr. Corey's hands he soon developed the highest order of efficiency, and in April, 1887, he was transferred to the Homestead Steel Works of the same company, where he was employed in the Open Hearth Department, and where he showed such ability that in July, 1889, being only twenty-three years of age, he was made Plate Mill superintendent, and in September, 1893, became superintendent of the Armor Plate Department. The rapidity of his advancement has few parallels in the history of industry, and especially is this true of a young man whose career was entirely dependent upon his zeal, his industry and his intellect, without outside influence.

He had demonstrated genius as well as executive ability and had done much to improve processes and methods of manufacture. His invention of the Carnegie reinforced armor plate was a most valuable contribution to the

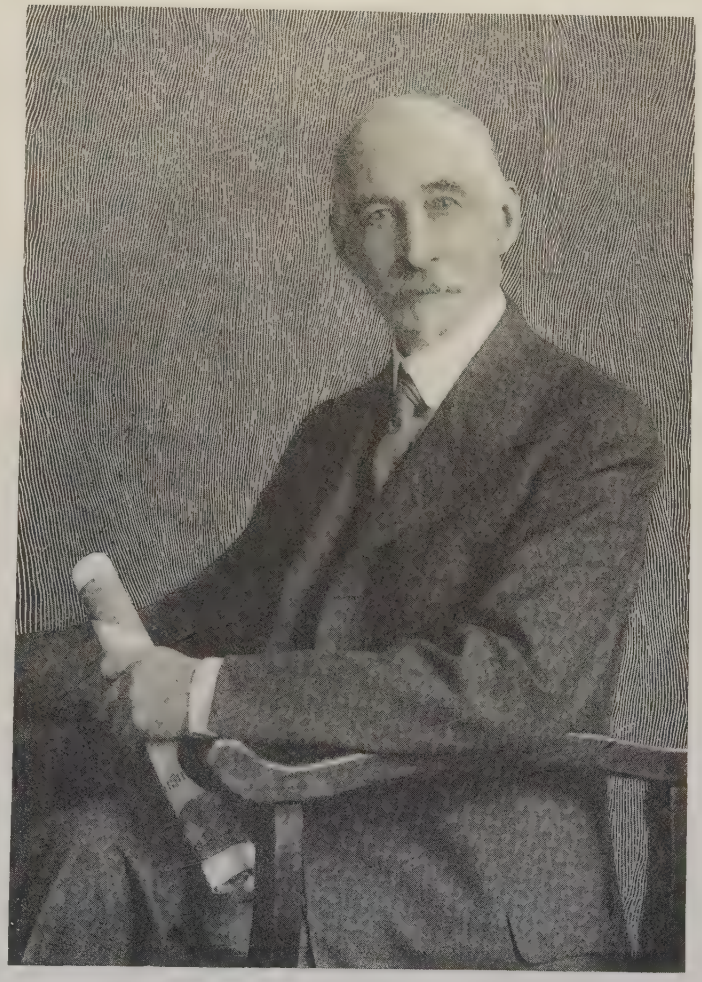
preëminence of the Carnegie Company in the steel industry. Mr. Charles M. Schwab, who was four years the senior of Mr. Corey, was his immediate superior in rank, and as Mr. Schwab went higher, Mr. Corey succeeded him in various offices, and after him became successively general superintendent of the Homestead Steel Works in February, 1897, at the age of thirty-one, and president of the Carnegie Steel Company in April, 1901. He had thus in nineteen years advanced from the bottom to the top in the great Carnegie corporation, which had then become the chief of the component companies making up the United States Steel Corporation.

Mr. Schwab, who had preceded him in the various offices in the Carnegie Company, had become the president of the Steel Corporation, holding that office until August, 1903, when he resigned the office to become the head of other interests. Mr. Corey again succeeded him, being elected in August, 1903, president of the United States Steel Corporation, which office he has held ever since. In that position he is commander-in-chief of an army of nearly two hundred thousand workmen, the executive of works producing about one-half of the entire steel product of the United States, more steel than either Great Britain or Germany or one-fourth of the total amount of steel made by all the countries of the world. In his command are sixty mines, producing one-sixth of all the iron ore in the world; nearly one hundred blast furnaces producing approximately half of the pig-iron output of the United States; a fleet of one hundred large ore ships; the largest American commercial fleet under a single ownership; a system of railroads approximating two thousand miles of trackage, with thirty thousand cars and seven hundred locomotives, and agencies for production and distribution which exceed in magnitude any other industrial organization. To this place of extended power as to his previous fields of duty Mr. Corey brings capacity and ability of the highest order. In technical, practical knowledge and in the executive skill for the successful marshalling of gigantic forces in the army of industry, Mr. Corey has well earned his reputation as the world's premier steel manufacturer. In this office, as in all the others which have been filled by Mr. Corey in the successive steps of his career, his selection has been fully justified by results.

Mr. Corey, besides being president of the United States Steel Corporation, is a director of the Carnegie Steel Company, the Elgin, Joilet and Eastern Railway Company, Federal Steel Company, National Tube Company, United States Steel Export Company and of other subsidiary companies, and he is a member of the American Institute of Mining Engineers. He is a member of the Duquesne, Union and Country Clubs of Pittsburgh, the Metropolitan, Railroad, Lawyers and Ardsley Clubs of New York, the Automobile Club of America and the Metropolitan Club of Washington, D. C.

JOHN CAMPBELL MABEN, president of the Sloss-Sheffield Steel and Iron Company, was born at Petersburg, Virginia, December 31, 1839, the son of John and Elizabeth (Moore) Maben.

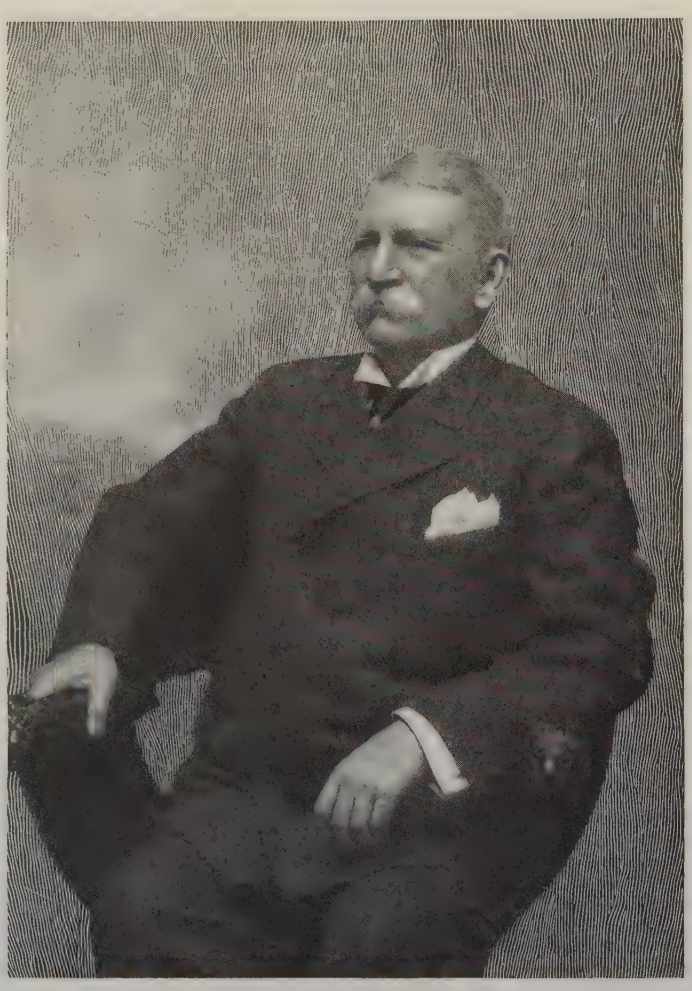
The family is of Scotch and English extraction. The paternal branch was founded in America, in 1800, by David Maben, of Loch Maben, Scotland. The maternal branch dates from 1710 and is directly descended from Alexander Spottswood, who served on the staff of the Duke of Marlborough at the battle of Blenheim, was a major general in the British Army and colonial governor of Virginia 1710-1722.



JOHN CAMPBELL MABEN

Mr. Maben was educated in private schools in Richmond and at Princeton; moved to New York in 1868 and entered the banking house of Lancaster, Brown & Company, whose power of attorney he held for two years, and was then admitted to partnership. He was an original director of the Terminal Company (of which the Southern Railway is the successor), until its reorganization in 1894. He took an active part in organizing the Sloss Iron and Steel Company, and later the Sloss-Sheffield Steel and Iron Company. He is a Republican in politics. During the Civil War he was a captain of cavalry in the Confederate Army. He is a member of the Union Club, and The Virginians of New York, and also the Confederate Camp here.

Mr. Maben married Miss Virginia Merchant, at New York, in October, 1871, and has three children: J. C. Maben, Jr., Spencer M. Maben, and Elizabeth Moore Maben.



ROBERT E. JENNINGS

ROBERT E. JENNINGS, who has long held a prominent position in the steel industry of the country, is a native of Rochester, New York. He was the third son of Edward and Rosanna (Riley) Jennings, and was born in 1848.

His family is of Irish origin; his grandfather, Edward Jennings, having been a wealthy leather manufacturer in the west of Ireland. He became a participant in one of the patriotic uprisings of his day and suffered heavy financial losses as a consequence.

His son, Edward, who had been trained in the leather business, came to the United States in 1820, and settled in Rochester, where he continued the same industry.

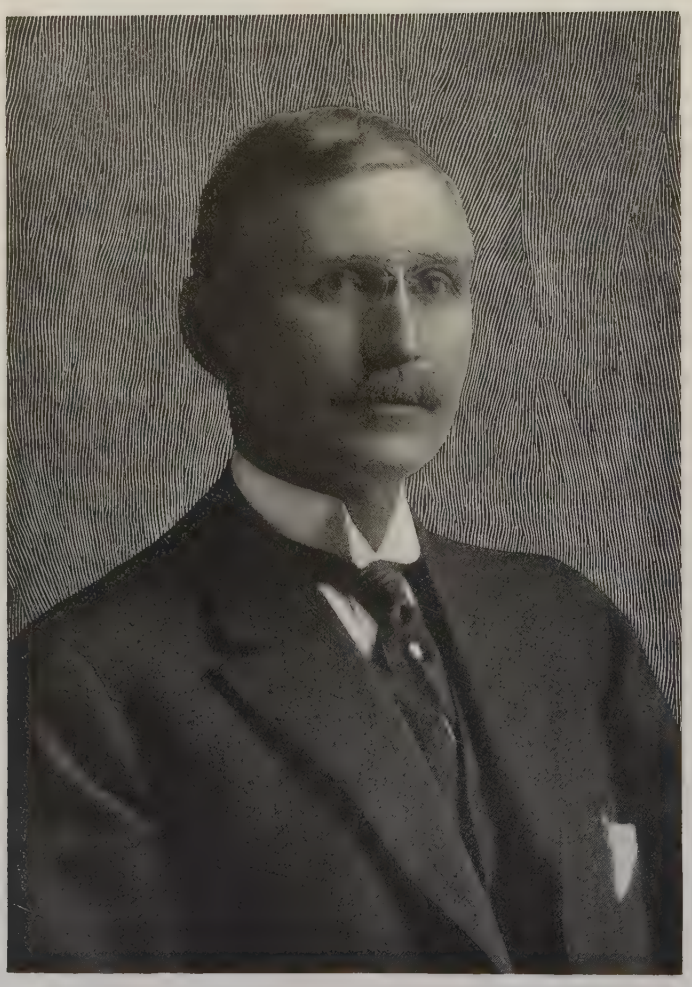
Robert E. Jennings, after leaving school, began his business career in the hardware trade, in which he continued for several years. He then engaged in the steel business, in which he has ever since remained an active factor.

In 1880, Mr. Jennings founded the steel-making firm of Spaulding & Jennings Company of Jersey City, New Jersey, conducting it with great success until 1900, when the business of that firm was sold to The Crucible Steel Company of America, of which Mr. Jennings became vice president. He continued in that connection until 1904, when he retired from the company.

Early in 1905 he was appointed receiver of the Carpenter Steel Company of Reading, Pennsylvania, and later in the same year, having reorganized the company, he was elected its president, which office he still holds. Mr. Jennings is also chairman of the Taylor Iron and Steel Company, of High Bridge, New Jersey; president of the Parish Manufacturing Company of Reading, Pennsylvania; vice president of the First National Bank of Jersey City, New Jersey, and a director of several banks and trust companies.

Mr. Jennings has met with large success in the management of the important enterprises of which he is the head and is recognized as one of the most representative of the independent steel company executives of the country. His offices are at 100 Broadway.

He is a member of the Engineers' Club, and of the Lawyers' Club of New York; of the Essex Club of Newark, New Jersey; the Essex County Country Club of Orange, New Jersey, and the Carteret Club of Jersey City, New Jersey. His town residence is at 11 Kensington Avenue, Jersey City, and his country place at Raquette Lake, New York. On January 10, 1900, Mr. Jennings was married, in Newark, New Jersey, to Mrs. Elizabeth Holt O'Gorman, the daughter of Mr. and Mrs. P. M. Kelly of New Orleans, Louisiana.



JOHN ALEXANDER TOPPING

JOHN ALEXANDER TOPPING, chairman of the Board of Directors of the Republic Iron and Steel Company, was born June 10, 1860, at St. Clairsville, Belmont County, Ohio. His father, Henry Topping, was a lawyer, and served in the First Ohio Cavalry and on the staff of General Rosecrans, in the Civil War, and his mother was Mary (Tallman) Topping. His great-grandfather, James Tallman, was a pioneer iron manufacturer in Virginia, and a Revolutionary soldier; and his grandfather, John C. Tallman, founded at Bridgeport, Ohio, the first national bank organized in Belmont County, Ohio. His paternal grandfather, Alexander Topping, born in New York State, was an early settler in Northern Ohio.

After attending the public and high schools of Kansas City, Missouri, Mr. Topping became a bank clerk at Bellaire, Ohio, in 1877, and in 1878 entered the Ætna Iron and Nail Company, as pay-roll clerk, steadily advancing until in 1898, he became president of the Ætna Standard Iron and Steel Company until the consolidation of the American Tin Plate Company, American Sheet Steel Company and National Steel Company. In 1900 he was elected first vice president of the American Sheet Steel Company, which position he resigned in July, 1903. He engaged in the reorganization of LaBelle Iron Works, of Wheeling, West Virginia, which represented an investment of about $10,000,000, and one of the largest of the independent steel companies.

He became, in July, 1904, president of the American Sheet and Tin Plate Company, subsidiary to the United States Steel Corporation, until January, 1906, when he joined the syndicate which secured control of the Republic Iron and Steel Company and the Tennessee Coal, Iron and Railroad Company, reorganizing and refinancing them, after expending about $4,000,000 in the Republic Company (of which he then became president and is now chairman of the Board of Directors), and $12,000,000 in the Tennessee Company, in which he became chairman of the Board of Directors. The latter company constructed the first model steel plant and rail mill at Ensley, Alabama, and became the first manufacturer of open-hearth steel rails in the United States, employing modern equipment.

When the Tennessee Coal and Iron Company was sold to the United States Steel Corporation in 1907, Mr. Topping resigned from that company and since then has devoted his entire attention to the Republic Iron and Steel Company, one of the foremost of the independent steel enterprises of America.

He is a member of the Sons of the Revolution, the Duquesne Club of Pittsburgh, Pa., Union League Club and New York Athletic Club of New York, the Greenwich Country Club of Greenwich, Connecticut, and the Triton Game and Fish Club of Quebec, Canada.

He married, at Bridgeport, Ohio, January 18, 1883, Minnie C. Junkins, and they have two sons: Wilbur B., and Henry J. Topping.

FREDERICK HEBER EATON

FREDERICK HEBER EATON, president of the American Car and Foundry Company, is a native of Berwick, Pennsylvania, born April 15, 1863, the son of Ralph Hurlburt and Eliza Knapp (Dickerman) Eaton. He is descended from William and Martha (Jenkins) Eaton, of Staples, County of Kent, England, who settled in Watertown, Massachusetts, in 1642, later removing to Reading, Massachusetts. Among their descendants was Jacob Eaton, born in Meredith, New Hampshire, in 1757. He was twice chosen surveyor of highways in that town; served on a committee to draft war resolutions; was appointed to select men for the Continental Army and himself served in the Revolutionary War under Lieutenant Ebenezer Smith, participating in the siege of Fort Ticonderoga. His son Jacob, born in 1786, was instructor in the Hinesburg Academy, Vermont, and served in the War of 1812. His son Ralph Hurlburt (father of Frederick Heber), was born in Mt. Pleasant, Pennsylvania, in 1830, engaged extensively in mercantile pursuits and finally located in Berwick, Pennsylvania.

Mr. Frederick Heber Eaton attended the public schools, and ever since leaving school has been identified with manufacturing enterprises, beginning in 1880. From 1892 to 1899, he was first secretary, afterward vice president and finally president of the Jackson & Woodin Manufacturing Company, car builders, at Berwick, Pennsylvania. From 1899 to 1901 he was vice president and executive member of the American Car and Foundry Company of New York, and in June, 1901, was elected president and executive member of that company, since which time he has continued to occupy those offices. He is also a director of the Columbia Trust Company, Seaboard National Bank, Susquehanna, Bloomsburg and Berwick Railroad, the Sligo and Eastern Railroad, Hoyt & Woodin Manufacturing Company, and Inter-ocean Steel Company, and is a trustee of the Mutual Life Insurance Company of New York.

In his political views Mr. Eaton is a staunch Republican and was elected a presidential elector for Pennsylvania on the McKinley and Hobart ticket in 1896. He is a member of the New York Chamber of Commerce, of the Metropolitan Museum of Art, the Pennsylvania Society of New York, Society of Colonial Wars, and the New York Society of Sons of the Revolution. He is also a member of many of the leading clubs, including the Ardsley, Automobile Club of America, Beaverkill Stream Club, City Lunch Club, City Midday Club, Deal Golf Club, Engineers' Club, Metropolitan Club, New York Athletic Association, New York Railroad Club, New England Railroad Club, Railroad Club of New York, Union League of New York, and Wyandanch Club. He has his city residence at 182 West Fifty-eighth Street, New York, and a country place, "Hillcrest," in his native town of Berwick, Pennsylvania.

Mr. Eaton married, at Bloomsburg, Pennsylvania, in 1881, C. Elizabeth Furman, and they have one daughter, Mrs. Mae Eaton Crispin.

COLONEL ROBERT COCHRAN McKINNEY

COLONEL ROBERT COCHRAN McKINNEY—In many of the greater industrial centres of the entire world are now to be found exemplifications of American inventive skill and manufacturing ability which bear the name of Niles-Bement-Pond Company. It has sometimes been said that the products of this unsurpassed American manufacturing industry are more widely known and more widely utilized, not only in the United States, but also throughout the world, than any other American manufactured product. To these products belong the distinctive appellation bestowed in other countries, "made in America."

The great corporation known by this name is of comparatively recent organization; and yet it has often been spoken of as one of the best examples of the economic principle which is contained in meritorious combination and coöperation. The Niles-Bement-Pond Company identifies and illustrates the life career of Robert Cochran McKinney; for the organization as it now stands represents not only his technical and expert mechanical knowledge and ability, but also the forecasts of a true business statesman, and a high gift for organization; a gift which has sometimes been thought to be of greater value than any other, if high and honorable achievements in combination and coöperation are to be secured.

In the world of great business affairs Colonel McKinney already ranks upon an equality with men who have achieved very greatly, and have done that without in any way lowering the standards of business morals or personal integrity in its relation to business affairs.

Colonel McKinney seems to have reached or compassed his great achievements partly through native ability and partly through early training and association. He was born at Troy, New York, and at a time when that community was especially distinguished for manufacturing interests associated with machinery, iron and steel products, stoves and ranges. He was a son of Robert and Mary (Smyth) McKinney, and his father was presumably identified with certain lines of hardware manufacture; for when, in 1861, Colonel McKinney's parents removed from Troy to Cincinnati, the senior McKinney became a member of a firm engaged in manufacturing hardware. Although young McKinney attended the public schools and Woodward High School in Cincinnati until eighteen years of age, he must also have received constant information respecting hardware manufacture while still a youth. Two of his brothers, older than himself, had established a manufacturing company at Hamilton, Ohio, and the fact that the brothers were engaged in manufacturing there justifies the inference that young McKinney's early associations were such as to bring him into constant touch with manufacturing.

He must have discovered a strong bent for mechanics, for he took a partial course in mechanical engineering in Cornell University in the early seven-

ties. His student life was followed by employment in the draughting room and office of a company which manufactured steam pumping machinery at Hamilton.

The City of Hamilton had already gained especial distinction as a manufacturing centre, greatly if not chiefly occupied in producing machinery, steam pumps, and machine tools. There had been established there a company engaged in manufacturing machine tools, which had not yet gained its high reputation for the quality and the finish of its product. The Niles Tool Works, for that was the name, was unique since it was the first manufactory of that kind established and operated west of Philadelphia.

In 1877 Mr. McKinney became associated with the Niles Tool Works. It was at a critical and yet opportune time. The country was just upon the verge of resuming specie payments, and financial conditions were still somewhat chaotic. The country was also recovering from the demoralization of business and impairment of credit consequent upon the panic of 1873.

It was undoubtedly at this time that Colonel McKinney first impressively revealed his qualifications for seizing the opportunity that was opening in the West, especially for a business of this kind; for within two years he was elected secretary of the company, and a little later treasurer and general manager; that is to say, he was the chief operating authority. The choice was wisely made. In addition to Mr. McKinney's technical and expert knowledge as a mechanical engineer, he showed himself possessed of great energy in extending the business and increasing the capacity of the plant, while still maintaining the high reputation of the company.

So great was this expansion that it was found to be imperative that there be reorganization of the business and enlargement of the capital, so that greater facilities could be obtained and a very high quality of product at the lowest possible cost of manufacture could be secured. The capital on the reorganization was increased to $2,000,000. In this expansion were involved, first, expert and technical knowledge of manufacturing itself; second, ability successfully to finance a reorganization, and in the third place, the difficult but vital feature of organization, the perfecting of a symmetrical machinery of organization, and the securing of competent, highly skilled subordinates for the direction of the various departments.

In all of this work Colonel McKinney was preëminent; he had gained while with this company the title of Colonel through his service on the staff of Governor Bushnell, of Ohio. It was realized soon after the reorganization that it was essential to secure additional property if the Niles Works were to be wisely expanded. For that purpose the plant and the business of the Cope & Maxwell Manufacturing Company, whose products were steam pumps, were purchased. Later the machinery and business of the Cope & Maxwell

Company as bought by the Niles Tool Works Company was sold to another corporation, and became a part of the International Steam Pump Company. Colonel McKinney perceived that even with the large organization and facilities which the new Niles Tool Works Company represented there could not be the higher development and the acceptance of the magnificent opportunities which he saw opening without much greater expansion. Colonel McKinney also realized that this expansion should be of a kind which involved reasonable combination and far-reaching coöperation. To accomplish this was to do the work of the higher order of constructive business genius.

In 1898 the first step was taken through the purchase of the control of the widely known Pond Machine Tool Company, of Plainfield, New Jersey, this purchase being supplemented by the obtaining of options on the works of Bement, Miles & Company, of Philadelphia, Pennsylvania, as well as the Philadelphia Engineering Works.

Here then was organization, combination and coöperation along great lines and based upon the sound economic principle, which is the real basis of true and honorable combinations. It meant of course the organization of one great and sponsoring corporation, capable of taking over the various properties, of harmonizing the plants, and perfecting production and marketing. The company thus created is now known the world over as Niles-Bement-Pond Company, organized eleven years ago.

Colonel McKinney's achievement in creating this great company and perfecting its organization was recognized by his election as president of it. Other opportunities came, and if they were to be met, and the company able to handle the great business that came to it, it was found necessary to secure other properties. For that reason the great Pratt & Whitney Company, of Hartford, the Bertram Company, of Canada, and the Ridgway Machine Company, of Ridgway, Pennsylvania, were bought. Here then was a gigantic combination, achieving its triumphs by business methods for which there has never been reproach either business or political, which has now become the largest manufacturing corporation in the world, whose products are machinery, tools, electric traveling cranes, gun machinery, small tools.

Colonel McKinney is a member of the Union League Club, Lotos, Engineers', and Cornell Clubs, of New York; the Hartford Club, of Hartford, and Queen City Club, of Cincinnati; a member of the American Society of Mechanical Engineers, a leading organization of engineers of the United States, and is president of the Machinery Club of New York. In politics he is a Republican; his domestic and home life is ideal. His wife, whom he married at Hamilton, Ohio, in 1879, whose maiden name was Eleanor Becket, and their daughter, compose his family, whose summer residence is a beautiful villa overlooking the sea at Belle Haven, Connecticut.

FERDINAND A. W. KIECKHEFER

FERDINAND A. W. KIECKHEFER, president of The National Enameling and Stamping Company, of Milwaukee, Wisconsin, was born in that city February 10, 1852, the son of Carl and Justine Kieckhefer. His parents were of German birth and came to this country in 1851.

Mr. Kieckhefer received his education in the parochial school connected with St. John's Lutheran Church in Milwaukee, of which his father had been one of the founders, and after his graduation from that institution, he took the course of the Spencerian Business College of Milwaukee. He had earned the funds for his business college course in an errand boy's position in a notion store, but after leaving the business college he became assistant bookkeeper in the extensive wholesale hardware house of John Pritzlaff, of Milwaukee, which was one of the leading houses of its kind in the West. He advanced to the position of cashier, and after being with that house for five years, he established a hardware business of his own in Milwaukee, which soon grew to be an important establishment in that line. In 1878, he formed a partnership with his brother William, and together they planned to enter upon a manufacturing enterprise which they established in 1880, in the manufacture of tinware, to which they afterward added complete lines of galvanized, japanned and enameled tinware, sheet steel and iron goods, building up the business to such proportions that they employed more than twelve hundred hands. In the organization of the National Enameling and Stamping Company, the Kieckhefer plant was the largest and most profitable, and Mr. Kieckhefer became first vice president, and later president of that company.

Mr. Kieckhefer is affiliated politically with the Republican party and an active supporter of its policies and candidates, although he has never sought office. He is an active member of St. John's Lutheran Church in Milwaukee, and still has his residence there, and a country residence at Pewaukee Lake, Wisconsin, although his business connections cause him to spend much of his time in New York City.

The success that has been attained by Mr. Kieckhefer is one of the most remarkable in the history of American industry, and he has made it practically unaided, and although this success has been very great and remarkably rapid, it has been attained along legitimate and conservative business lines and upon the most straightforward and honorable commercial methods, which have earned for him respect as a man, as well as the admiration which belongs to one who has attained success in the face of great obstacles.

He is a member of the Merchants' and Manufacturers' Association, The Deutscher Club, and the Milwaukee Club, of Milwaukee, Wisconsin; and of the Fulton Club in New York City.

Mr. Kieckhefer married, in Milwaukee, May 13, 1875, Minnie Kuetemeyer, and he has five children: Clara, Louise, Alfred, Minnie and Ferdinand.

JOHN J. CARTY

JOHN J. CARTY was born at Cambridge, Mass., April 14, 1861. His early education was obtained in the schools of his native city. At the time he had about finished his preparatory studies for entrance to college he was obliged, on account of a serious trouble with his eyesight, to abandon his school work indefinitely.

The telephone having just been invented and being one of the first to appreciate its possibilities, Mr. Carty entered the service of the Bell Telephone Company, for which concern he has been at work ever since, having to his credit more than thirty years of continuous service in its behalf.

His first work was at Boston, and while there he made a number of contributions to the art of telephony which were of unusual value and have since become a permanent part of the art. Under his direction was installed the first multiple switchboard at Boston, which was at that time the largest ever put into use. For the "express" telephone system, peculiar to that city, he designed and installed a switchboard which was the first metallic circuit multiple board to go into service. The fundamental features of this board are at present in all of the boards of to-day.

In 1887 Mr. Carty took charge of the cable department of the Western Electric Company in the East, with headquarters at New York. In this capacity he studied cable manufacture and laying, and introduced a number of improvements, having charge of all of the important cable-laying projects which were carried on for some time in the East. One of his engineering developments resulted in cutting in half the cost of cable manufacture. He then took charge of the switchboard department of the Western Electric Company, for the East, and under his direction were installed most of the large switchboards of that period, among which was the original Cortlandt Street multiple board. During this time he made a number of important improvements in switchboards, which have since become standard practice.

He was the first to practically demonstrate how to operate two or more telephone circuits connected directly with a common battery, and about 1888 installed, for the supply of operators' telephones, common battery systems in a number of central offices. From these early experiments have grown the modern system now generally employed.

Although charged with serious practical engineering problems, Mr. Carty has found time to follow to some extent his strong natural inclination for original research. He made an exhaustive investigation into the nature of the disturbances to which telephone lines are subjected and gave the first public account of his work in a paper entitled "A New View of Telephone Induction," read before the Electric Club on November 21, 1889. The view put forth in the paper was revolutionary, but, nevertheless, after being checked by numbers of experimenters in this country and Europe, received universal

acceptance, and is the one now adopted in all works dealing with the subject. In this paper he showed the overwhelming preponderance of electrostatic induction as a factor in producing cross-talk, and proved that there is in a telephone line a particular point in the circuit at which, if a telephone is inserted, no cross-talk will be heard. The paper gave directions for determining this silent or neutral point, and described original experiments showing how to distinguish between electrostatic and electro-magnetic induction in telephone lines.

On March 17, 1891, Mr. Carty made additional contributions to the knowledge of this subject in a paper before the American Institute of Electrical Engineers, entitled "Inductive Disturbances in Telephone Circuits." This paper might better have been called "The Theory of Transpositions," because in it was first made known precisely why twisting or transposing telephone lines renders them free from inductive disturbances.

In 1889 he entered the service of the Metropolitan Telephone and Telegraph Company, now the New York Telephone Company, for the purpose of organizing all of the technical departments, building up its staff, and reconstructing the entire plant of the company—converting it from grounded circuits overhead and series switchboards to metallic circuits placed underground and to the then new bridging switchboards. In carrying out this work he selected and trained a large staff of young men fresh from college, many of whom have since attained positions of prominence in the telephone field. In the development of the personnel of his department, Mr. Carty has taken a particular pride, looking to the welfare of those already engaged, and through his touch with prominent technical educators, adding each year to his staff, from the graduating classes of our principal technical schools.

Mr. Carty's work in connection with the development of the plant of the New York Telephone Company has been most successful and far-reaching in its consequences. Based upon his plans and under his direction, there has been constructed a telephone system which, according to the foremost authorities in the world, is without a parallel in its efficiency and scope. His work has been studied and approved by all of the technical administrations of Europe and even of Asia, and to a large extent what he has done for the telephone art in the United States has contributed to the preëminent standing which the American telephone industry holds in all foreign countries.

In recognition of his achievements as an engineer and in view of the services which he rendered to the Japanese Government in connection with electrical engineering matters, he was decorated by the Emperor of Japan with the Order of the Rising Sun, and even in China, where a commission has recently investigated the telephone systems of the world, that of New York was selected as the model for Pekin and as a consequence the first great order for a telephone system in China was given to American manufacturers.

While for many years Mr. Carty's work was more particularly directed to the extraordinary problems of telephony presented by the great centres of population, it remained for him to accomplish a revolution in telephony of the greatest social and economic value to rural communities in all parts of the world. Prior to his work upon the subject, the number of telephone stations which could be operated upon one line was limited and the service was imperfect. As a result of his solution of a problem presented by the New York Central Railroad in the city of New York, he devised a mechanism known as the "bridging bell," whereby any number of stations, even as many as a hundred, might be placed upon a line without in any way impairing the transmission of speech. This made possible the farmers' line, which is found by the hundreds of thousands in farmers' houses in America and is now being extended abroad. For this achievement there was conferred upon him by the Franklin Institute the Edward Longstreth Medal of Merit.

Mr. Carty is chief engineer of the American Telephone and Telegraph Company, in which capacity he is responsible for the standardizing of methods of construction and operation of its vast plant, which extends into every community of the United States, and which, through its long-distance wires, extends into Canada and Mexico.

He has been active in matters pertaining to the improvement of engineering education in its higher branches, and is a memebr of the Society for the Promotion of Engineering Education. In connection with the technical or what might be called the "trade school" feature of educational work, he has taken a lively interest and is an active member of the Society for the Promotion of Industrial Education and is a member of the Millburn Board of Education in New Jersey.

Mr. Carty has been prominent in the affairs of the American Institute of Electrical Engineers, of which he is a vice president and director. He is past president of the New York Electrical Society; member of the Society of Arts and honorary member of the American Electro-Therapeutic Association, the Telephone Society of Pennsylvania, the Telephone Society of New England, and the Telephone Society of New York.

He is a member of the Friendly Sons of St. Patrick and the American-Irish Historical Society; belongs to the Baltusrol and the Casino Clubs of Short Hills, and to the Engineers', Electric and Railroad Clubs of New York.

In 1891 he married Miss Marion Mount Russell, of the Irish family of Russells and the English Mounts, which has been distinguished in the annals of the stage, the only present representative of which now upon the stage is Miss Annie Russell. He lives at Short Hilis, New Jersey, and has one son, John Russell Carty, a youth of eighteen.

HENRY R. TOWNE

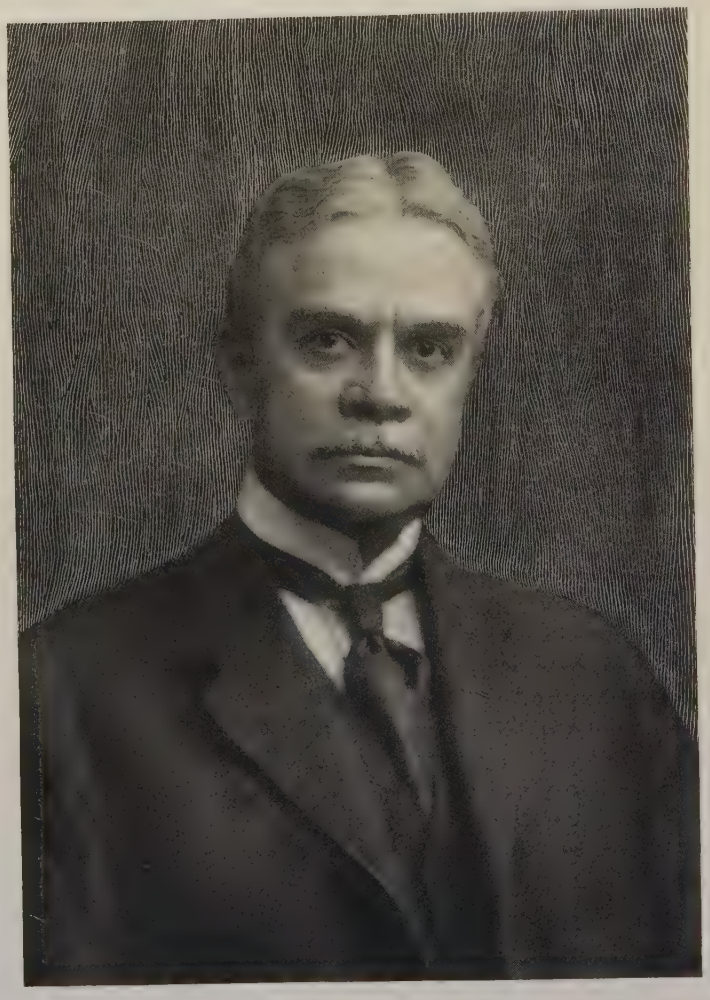
HENRY R. TOWNE, president of the Yale & Towne Manufacturing Company, was born in Philadelphia, Pennsylvania, in 1844, son of John Henry Towne, who was a partner of the firm of I. P. Morris, Towne & Company, owning and operating the Port Richmond Iron Works.

After completing an academic course of study he attended the University of Pennsylvania during the college years of 1861-1862, but because of the Civil War, he interrupted his studies to enter the drafting room of the Port Richmond Iron Works, where he remained nearly two years. In 1863 he was given charge of the government work in the shops connected with repairs on the gunboat Massachusetts. He was sent in 1864 to the Charlestown (Massachusetts) Navy Yard to assemble and erect in the vessel there the engines built by the Port Richmond Iron Works for the monitor Monadnock, and later to the Portsmouth (New Hampshire) Navy Yard to erect and test the machinery of the monitor Agementicus, and later that of the cruiser Pushmataha at the Philadelphia Navy Yard. At the age of twenty-one he was acting superintendent of the Port Richmond Iron Works.

After the war he accompanied the late Robert Briggs on an engineering tour through Great Britain, Belgium and France, and took a special course in physics at the Sorbonne in Paris, and afterward entered the shops of William Sellers & Company, of Philadelphia, for further studies in the designing and use of special machinery. In 1868 he became associated with Linus Yale, Jr., inventor of locks, and organized at Stamford, Connecticut, what is now the Yale & Towne Manufacturing Company. Three months later, in 1868, Mr. Yale died, and since then Mr. Towne as president has controlled and directed the enterprise which, beginning with Mr. Yale's invention, has greatly amplified his original ideas until from an organization employing thirty men the business has increased to one employing three thousand people.

The methods of production established by the Yale & Towne Manufacturing Company have become the accepted standards of the trade, and from the present daily output of twenty-five thousand locks, almost every improvement in locks and lockmaking machinery has come from the Stamford Works. What Mr. Towne has accomplished in useful results is shown in the many volumes of the company's catalogue, in which over ten thousand separate articles of manufacture are illustrated and described.

Mr. Towne, who has long been a resident of New York City, is president of the Merchants' Association of New York, and in 1888 was president of the American Society of Mechanical Engineers. He has written extensively on engineering and industrial subjects.



EDWARD HUBBARD WELLS

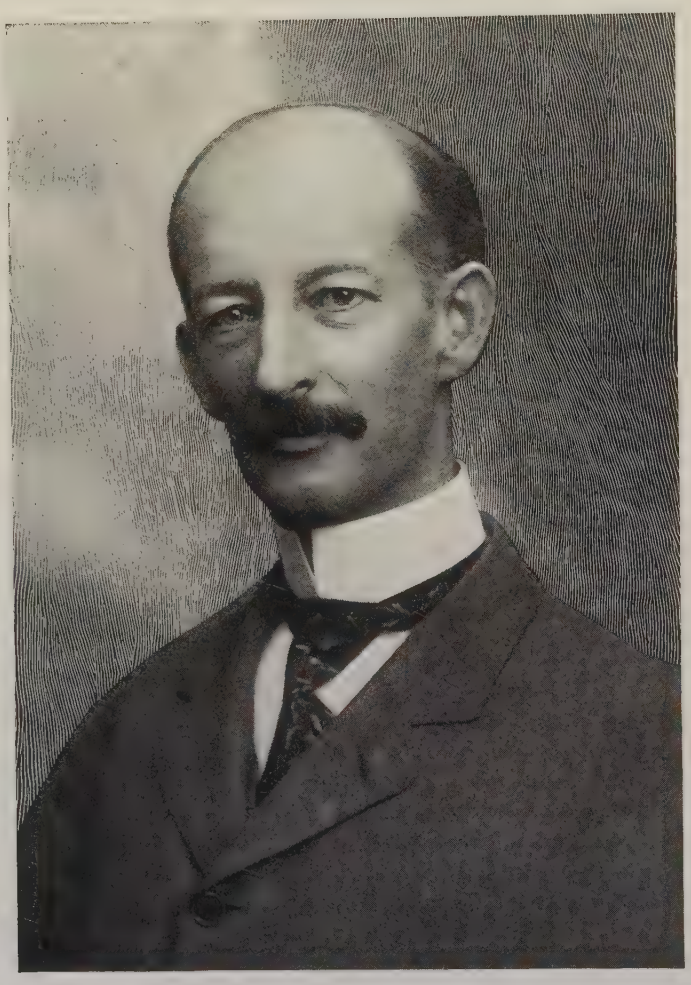
EDWARD HUBBARD WELLS, the president of the Babcock & Wilcox Company, is a native of Rhode Island, having been born at Dorrville in that State, April 7, 1859, the son of Solomon Perry and Elizabeth Sherman (Greene) Wells. He is a descendant of Nathaniel Wells, who came to America from Colchester, England, in 1629, landing at Salem, Massachusetts, and afterwards settling in Rhode Island, near what is now the village of Wickford, about 1640. In the maternal line he is a descendant of that John Greene, surgeon, of Salisbury, England, who came over in the next company after Roger Williams, and followed Williams to Providence, afterwards settling in Warwick, Rhode Island, and founding the family in Rhode Island of which General Nathanael Greene was fifth in descent.

Edward Hubbard Wells moved with his parents, in 1866, to Burning Springs, in the oil regions in West Virginia, and in 1869 to Parkersburg, West Virginia, where he received a common school education.

At the age of sixteen he went into his father's office as an accountant and continued there for twelve years, until his father went out of active business. During the latter part of his service there he assisted in organizing a local electric lighting company in Parkersburg, West Virginia, and had the management of that company in connection with his other business.

Mr. Wells went to Pittsburgh in 1888, as manager of the Keystone Construction Company, and later continued there as the general agent of the North American Construction Company, engaged in electrical construction work. From there he came to New York in 1892 to take charge of the New York sales office of the Babcock & Wilcox Company. In 1897 he was elected a director and second vice president of that company, and a year later was elected president, which position he has since occupied. During the twelve years of his executive relation to the company, its success as the leading enterprise of the country engaged in the manufacture of water-tube boilers has been very great, the business increasing steadily every year. Mr. Wells gives the business the benefit of technical and practical experience gained in his long period of active service, beginning in the ranks. The offices of the company are at 85 Liberty Street.

Mr. Wells is a member of the Engineers', Machinery, and Railroad Clubs of New York City, the Automobile Club of America, the Essex County Country Club of New Jersey, and the Montclair Golf Club of Montclair, New Jersey, where he has his residence; also of the Duquesne Club of Pittsburgh. Mr. Wells was married, in 1900, to Serra Christy Bennett.



DAVID SCHENCK JACOBUS

DAVID SCHENCK JACOBUS, distinguished as one of the foremost American mechanical engineers, was born in Ridgefield, Bergen County, New Jersey, January 20, 1862, the son of Nicholas Jacobus, manufacturer of sash, doors and blinds, and Sarah C. (Carpenter) Jacobus, and a descendant of a Dutch family, settled in America about 1675.

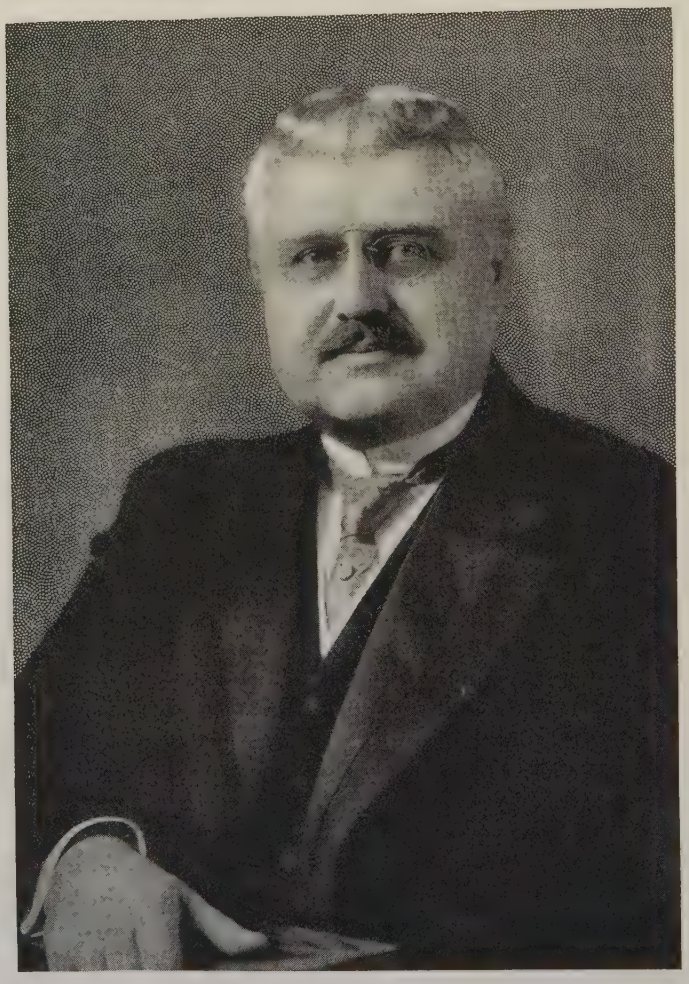
He was educated first in the private school of Rev. A. B. Taylor, in Ridgefield, then in the Stevens High School, at Hoboken, where he won, by competitive examination, a free scholarship in the Stevens Institute of Technology. He was graduated from the latter institution in 1884, with the degree of mechanical engineer, and was appointed assistant professor of experimental mechanics, serving in that capacity until 1897, when he was appointed professor of experimental mechanics and engineering physics in the Stevens Institute. He held that chair until 1906, and from 1900 to 1906 was in charge of the Carnegie Laboratory of Engineering.

At Stevens Institute Dr. Jacobus developed original apparatus for the illustration of physical laws and for the testing of various mechanical devices, and brought to perfection the course of experimental mechanics by introducing a much larger participation by the students in practical experimentation than had ever before been attached to such courses. The machinery and apparatus for this course are installed in the Carnegie Laboratory erected specially for that purpose with funds supplied by Mr. Andrew Carnegie. Dr. Jacobus is still connected with the Institute as a trustee and special lecturer in experimental engineering. He received the honorary degree of Doctor of Engineering in 1906.

Since 1906 he has been actively associated with The Babcock & Wilcox Company at the head of its engineering department in the position of advisory engineer, and in the specialty of steam engineering no one in this country is of higher authority. He is the author of many scientific papers relating to that branch of engineering, and also on general topics in engineering physics and experimental mechanics.

Dr. Jacobus is a member of the American Society of Mechanical Engineers (of which he was manager in 1900 and vice president in 1903), the American Institute of Mining Engineers, American Society of Refrigerating Engineers (director 1904 and president 1907), Society of Naval Architects and Marine Engineers, American Institute of Electrical Engineers, American Mathematical Society, fellow of the American Association for the Advancement of Science (secretary of Section D, 1903, vice president 1904), Franklin Institute of Philadelphia, and The New York Railroad Club. He is also a member of the Engineers' Club and the Holland Society of New York.

He married, in Jersey City, New Jersey, April 5, 1899, Laura Dinkel, and they have two children: David D. and Laura.



BENJAMIN ARROWSMITH HEGEMAN, JR.

BENJAMIN ARROWSMITH HEGEMAN, Jr., who is now the president of the U. S. Metal and Manufacturing Company, is a native of the City of New York; having been born at 262 West Twenty-fourth Street, July 14, 1860. His father, Benjamin Arrowsmith Hegeman, was for twenty-nine years engaged as general freight agent and traffic manager of the Delaware, Lackawanna and Western Railroad; and his mother was Jane (Roome) Hegeman. In both lines of ancestry he dates back to Americans of colonial days. On his father's side he is of Dutch ancestry, Benjamin Hegeman having been one of the early Dutch settlers of New Jersey; while on his mother's side he is of English extraction. The Hegeman family has been prominent in business and in public affairs in New Jersey and New York through many generations.

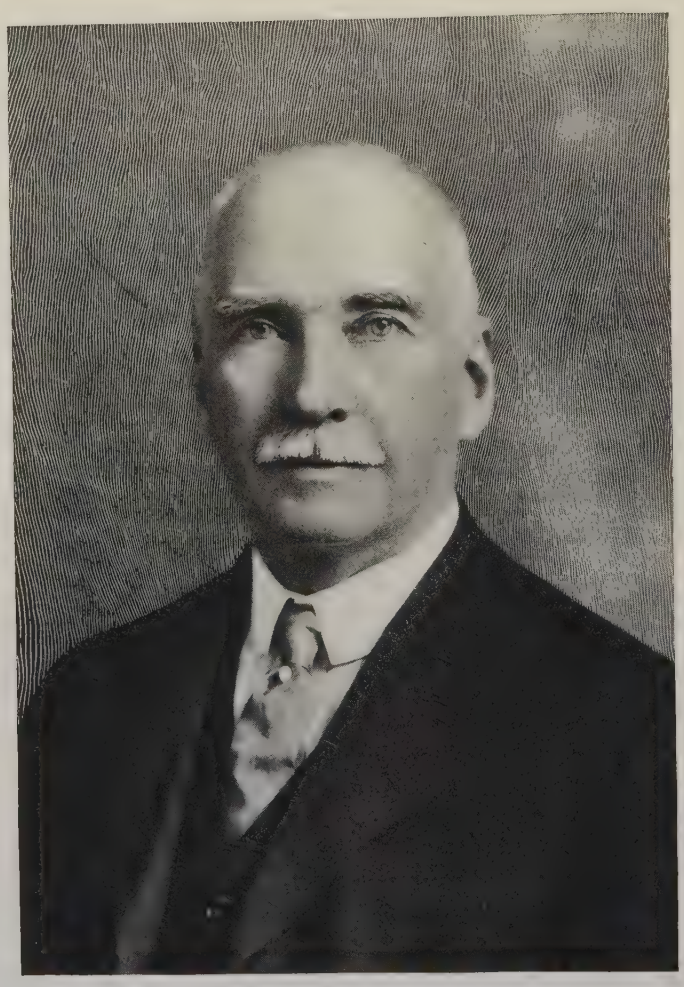
Mr. Hegeman received his education in private schools in early life, and afterward attended the public schools of New York City, finishing at The Mount Washington Collegiate Institute, in New York City, in 1877. He entered railway service in the passenger department of the Delaware, Lackawanna and Western Railroad, in 1878, and was afterward connected with the treasurer's office of the same company until 1888. He was general manager of the Lackawanna Live Stock Transportation Company, 1888 to 1899.

Mr. Hegeman left the transportation interest in 1899 to become the Eastern sales agent for the American Car and Foundry Company, in which he continued until 1901, when he was elected to his present position as president of the U. S. Metal and Manufacturing Company, which has had a most successful career and attained a marked development of business under his executive direction. Mr. Hegeman is also the president and a director of the Rockland Railroad Company, a director of the Fort Wayne Rolling Mill Company, and trustee of the Excelsior Savings Bank.

He has always been a consistent Republican, and takes an active and influential part in public and political affairs. He has served as a member of the council, and as mayor of the borough of North Plainfield, N. J. He has also been actively identified with party management as a member of the Republican County Executive Committee of Somerset County, New Jersey, and as a member, for several terms, of the Republican Congressional Committee of the Fourth District of New Jersey.

Mr. Hegeman is a member of the New York Athletic Club, the Lotos Club and the Republican Club, all of New York City; of the Racquet Club of Philadelphia, and of the Park Club and the Watchung Hunt and Country Club of Plainfield, New Jersey.

Mr. Hegeman married, in the Church of the Holy Cross, at North Plainfield, New Jersey, October 23, 1883, Kate Greenough Matthews. They have a daughter, Virginia, and a son, Harold Arrowsmith.



LENOX SMITH

LENOX SMITH, president of the Standard Roller Bearing Company, is a native of the City of New York, born here in 1843, the son of Rev. Edward Dunlap Smith, D.D., and of Jane Blair (Cary) Smith.

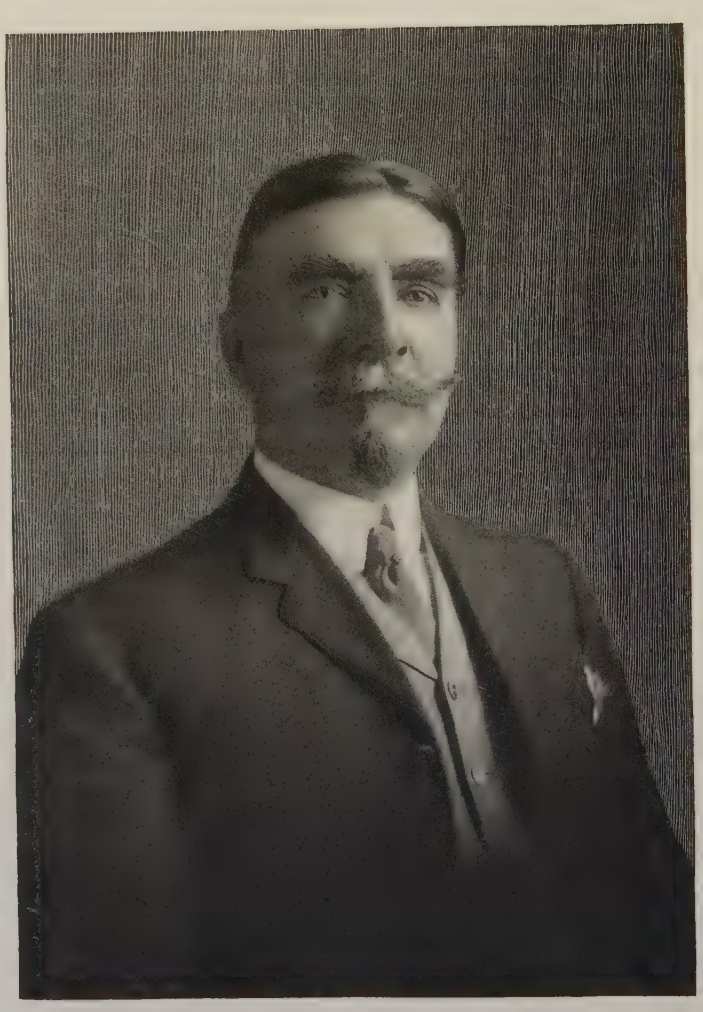
In his paternal line Mr. Smith is descended from English Quakers, who came to Pennsylvania about 1750. His grandfather, Edward Smith, of Philadelphia, was a very prominent iron master, and one of the founders of the Cambria Iron Company. His father, Rev. Dr. Edward D. Smith, was a graduate of Princeton University, from which he also received his degree of Doctor of Divinity, and was chaplain to Congress during Webster's term of service, and later a Presbyterian clergyman in New York City. His father's family is connected with those of Wister, Rawle, Cadwalader, and others in Philadelphia. His mother was a member of the Cary family of Virginia, where she was born, and connected by kinship with the families of Randolph, Fairfax and Jefferson, in Virginia. His brother, Archibald Cary Smith, the naval architect, is named after Archibald Cary, an ancestor.

Lenox Smith, who was named after James Lenox, the philanthropist, who gave to New York City the Lenox Library, and who was a warm friend of his father, was prepared in New York City schools, and then entered Columbia College, from which he was graduated A.B., in 1865 and A.M. in due course, and afterward entered the Columbia School of Mines, whence he was graduated E.M., in 1868. Before his graduation from Columbia College he had served, during 1862, in the Seventy-first Regiment, United States Volunteers, as a volunteer private.

After his graduation from the School of Mines, Mr. Smith served on the surveying corps of the New York Central and Hudson River Railroad. He afterward acted as inspector of railroad material for the Chicago, Milwaukee and St. Paul Railroad, the Chicago and North-Western Railway, and the Northern Pacific Railway. He served as agent for the Cambria Iron Company from 1878 to 1884. He became interested in the construction of new railroads, including the Bangor and Aroostook, with which he is still identified. He is president of the Standard Roller Bearing Company, one of the great manufacturing industries of the country, of which he was vice president before succeeding to the presidency.

Mr. Smith is a Republican in politics. He is a veteran of the National Guard of the State of New York, having served with the First Brigade Staff as major of engineers, from 1879 to 1884.

Mr. Smith was elected a trustee of Columbia University in 1883, and is still a member of that board. He is a member of the Alumni Societies of the Columbia School of Science and of Columbia College; and he is a member of the Union Club, New York Yacht Club, Larchmont Yacht Club, and American Museum of Natural History. He resides at 135 Madison Avenue.



FREDERICK TYSOE FEAREY

FREDERICK TYSOE FEAREY, president of the Rail Joint Company, has long been well and favorably known as an experienced railroad man and skillful inventor. He is a native of the city of Newark, New Jersey, where he was born September 18, 1848, the son of Isaac and Alice (Tysoe) Fearey. His parents were both of English nativity and descent.

Mr. Fearey received his education in the public schools and business colleges of his native city, and after he left school he entered the railway service and was for several years the employee of leading railroad systems, acquiring an expert knowledge of and familiarity with railway matters. Being of a mechanical turn of mind, with considerable inventive genius, his railroad experience led him to much thought in reference to the problems involved in railroad construction, the most practical result of which was his invention of the rail joint, which he perfected after long and careful study of the problems involved. He secured his first patents in 1888 and 1889, and in due time the rail joint was introduced by companies in which Mr. Fearey was interested. Finally the Rail Joint Company, which is the final evolution of the producing and executive features of the rail joint, was organized, Mr. Fearey becoming president of the company. The principal plant of the company at Troy, New York, has been enlarged and frequent additions, due to the increasing demand for and use of the rail joint, of which there are now over fifty thousand tons manufactured annually, have become necessary.

In addition to his successful career in connection with the rail joint, Mr. Fearey has been successfully identified with the formation of telephone companies in Essex County, New Jersey. His activities in the various lines of usefulness, with which he has been identified in an executive relation, have made Mr. Fearey especially well known in Essex County, and on these activities he has also brought to bear a large store of technical knowledge and scientific skill as well as remarkable administrative capacity.

Mr. Fearey is an earnest Republican in his political views, and has served as a member of various clubs in the Republican organization.

Mr. Fearey is a member of the New Jersey Historical Society, the Newark Board of Trade, the Essex Club of Newark, New Jersey, and the Republican Club of East Orange, New Jersey. He is also a member of the Board of Trustees of the First Baptist Church of Newark, New Jersey, and a member of the Artists' Club of the same place; South Orange Field Club of South Orange, Municipal Art League, of East Orange, and the Musical Arts Society, and Civics Club of Orange, New Jersey; also National Arts Club and Metropolitan Museum of Art, of New York City. He has his home at East Orange, New Jersey.

Mr. Fearey married, in 1896, Bertha Louise Kittel, of New York City, and has two daughters: Marie Louise and Geraldine Kittel Fearey.

NIELS POULSON

NIELS POULSON, founder and head of the Hecla Iron Works of Brooklyn, an engineer of distinction and a citizen of enviable record, is a native of Denmark. He was born February 27, 1843, and added to his ordinary school courses an excellent preparation, technical and practical, as an architect and builder. Upon reaching his majority, in 1864, he came to the United States, and for the two years following his arrival in this country was engaged as a mason.

In 1866 Mr. Poulson accepted an appointment in the office of the supervising architect of the Treasury in Washington, and after two years as draughtsman in that office, he resigned in order to go to New York and pursue practical studies in the subject of architectural iron work. With that in view he entered the service of the Architectural Iron Works of New York, with which he continued for eight years, and after the first year was for seven years in general charge of the architectural and engineering departments connected with that establishment. In this capacity he had much to do with the modern development in the enlarged use and more efficient adaptation of iron to building purposes, and being ambitious to turn out architectural iron work of a better quality than had so far been used, he determined to start a business of his own.

With this in view he associated with himself Mr. Charles M. Eger, who had also been connected with the Architectural Iron Works, as a draughtsman, and started upon a comparatively modest scale, under the firm name of Poulson & Eger, the manufacturing enterprise which, under its present style of the Hecla Iron Works, has grown to be one of the largest of its kind in the country. Striving even more earnestly for progress and improvement than for success and financial profit, they have succeeded in securing both. As a means toward securing better work, they encouraged their mechanics to study the technical side of the business, and to this end established an evening school of instruction in draughting in connection with their works, in which lessons were given without charge by competent instructors, under whom these employees were given the benefit of the best technical instruction and made better acquainted with the architectural iron industry and the mechanical and engineering principles underlying it. This educational feature, inspiring the mechanics with a desire to do better work, not only brought increasing excellence in their own product, but has also had an important, if somewhat less direct, influence upon the improvement which has made the American product of iron work the best in the world. Many of the men who started with the firm of Poulson & Eger as mechanics have, through what they learned in that employ, been enabled to start in business for themselves, and in the enterprises they have inaugurated have retained the high standards which they acquired through connection with these works.

A few years ago, as the result of an investigation made by the Society of Mining Engineers, a comparison was published between European and American iron work, showing the product of American makers was of far better quality than the European, and due credit was given to Mr. Poulson and Mr. Eger for their part in bringing about this result. The business has for some years past been organized as a corporation, of which Mr. Poulson is the president.

Mr. Poulson has applied his inventive skill and engineering attainments in various ways useful to the public, and has been especially interested in the problem of rapid transit. Even before the subway days, when the congestion at the bridge was the daily dread of all Brooklynites whose business was in Manhattan, all the train service that could be furnished under the method then in vogue, was woefully deficient, and crowds of weary men and women were compelled to long and tedious waits before securing transportation homeward. In the agitation for better facilities Mr. Poulson devised a plan to greatly increase the efficiency of the service, and his plan for train dispatching, which was only a part of his general plan for the relief of bridge travelers, was found upon trial to allow the dispatching of 120 trains per hour, which was a large increase over the number to be accommodated under the old plan. The plan was discarded by the city and another less effective one was adopted, but Mr. Poulson's effort in behalf of better transportation was much appreciated by the people of Brooklyn.

Mr. Poulson's interest in the rapid transit problem has by no means diminished, and he has recently formulated plans by which the ever increasing congestion of travel may be materially relieved. These plans are adaptable to subway or elevated railroads and provide for but two track beds instead of four, separate rails being used for the express and local trains, the local tracks swerving to the rear of the station, while the express passes on the straight track. By this method the subway need be only half as wide as that now in use, materially reducing the cost of construction, installation and maintenance, while the overhead road would be of steel construction and stone ballast, making it practically noiseless. The plan also provides for pay-as-you-enter cars, reducing the labor cost. By this reduction of expenses it is thought by Mr. Poulson that the transportation companies would be able to give greater care to the comfort of their patrons.

Mr. Poulson is charitable as well as public spirited, and recently made a gift of $100,000 to the American Scandinavian Society. This will be used for educational purposes and provide for the payment of the tuition expenses of Scandinavians pursuing trade or technical courses in the United States, and Americans taking similar courses in Scandinavian countries. He has an honorable business and personal record, and holds a high place in public esteem.

JOHN MITCHELL CLARK, long prominent in the iron and steel trade, was born in Boston, July 23, 1847, son of Right Rev. Thomas March Clark, D.D., LL.D., bishop of Rhode Island, and Caroline (Howard) Clark. He is a direct descendant from Nathaniel Clark, of Wiltshire, England, who came to Boston in 1633; and through his paternal grandmother, a direct descendant of Rev. John Wheelwright, Church of England clergyman and friend and schoolmate of Oliver Cromwell, who became a Puritan and pastor of a church at Mount Wollaston (now Braintree), Mass., but was banished from Massachusetts by the General Court for views expressed in a sermon, and afterward founded the town of Exeter, N. H., and Wells, Maine. On his mother's side he is a descendant from Abraham Howard, an early settler of Marblehead, Mass.

JOHN MITCHELL CLARK

Mr. Clark was educated in the University Grammar School at Providence, R. I., and was graduated from Brown University, Ph.B., 1865. In February, 1866, he entered the office of Naylor & Company, Boston. January 1, 1884, he became a partner, and removed to New York; and for several years he has been senior partner in the firm. He is president and director of the American Grondal Kjellin Company, and of the Berkshire Iron Works.

He is a member of the Union Club and of the Down Town Association of New York. Mr. Clark married, in London, England, July 2, 1900, Sarah Wood. He has his city residence at 33 West Sixty-seventh Street, and a country place, "Gray Craig," at Newport, Rhode Island.

MISHA E. APPELBAUM

MISHA E. APPELBAUM, president and treasurer of the New York Metal Selling Company, was born in Minsk, Russia, July 4, 1879, where he attended a preliminary school; and his education was finished in the public schools of New York City. When but fifteen years of age he obtained employment as an errand boy in an East Side store, but having made up his mind to pursue a mercantile career, he entered the service of the American Metal Company, Limited, in 1898, where he remained until the panic of 1907. By sheer merit he arose to the highest position with that company and grasping every detail of the business, ably fitted himself to cope with the commercial world. Having severed his connection with the American Metal Company, Mr. Appelbaum, in the face of the panic and the unsettled financial condition, organized the company of which he is the head.

Mr. Appelbaum's family had lost all their possessions in Russia and landed in America almost penniless; yet despite the handicap of poverty and ignorance of the English language, he, in a few years had mastered the tongue of his adopted country, made himself indispensable to a large corporation and eventually organized a company which in the first year of its existence handled more than fifty million pounds of metal. The second year Mr. Appelbaum had expanded the business to an annual sale of one hundred million pounds of copper, lead, and zinc, and made himself a leader in his line—a remarkable career in the face of the obstacles which an unknown and penniless foreigner usually encounters in a new country.

Mr. Appelbaum early evinced an interest in good city government, and when District Attorney Jerome was first nominated, he was one of the speakers selected to address his compatriots; and in the last campaign he made many speeches for the Fusion ticket.

Mr. Appelbaum is a great lover of music and literature, and is an ardent advocate of all outdoor sports, and his aim throughout his career has been to make money sufficient to gratify his tastes along these lines. He is a member of the Metropolitan Museum of Art, the City Athletic Club, the Traffic Club, and American Museum of Natural History; and is also a member of nearly all the important charitable institutions in the city.

Mr. Appelbaum married Miss Irma Coshland, at Riverdale-on-the-Hudson, June 19, 1906, and resides in winter in the city.

Mr. Appelbaum controls the New York Metal Selling Company, and it is due to his business sagacity that the concern has attained an important place in the metal world and is constantly increasing its business. Whilst competing sharply with all members of the trade, he has nevertheless been able to put himself on a very friendly basis with all factors, and it would not be surprising to see him in a few years one of the controlling figures in the copper world.

ADRIAN DEXTER ADRIANCE

ADRIAN DEXTER ADRIANCE, mechanical engineer and manufacturer, is a native of Camden, New Jersey, where he was born November 18, 1876, son of Benjamin and Nellie (Madden) Adriance.

He is of French and Dutch descent on the paternal, and of English and Irish extraction on the maternal side. The founders of the family in America were Adrean Reysen and his brother, Martin Reysen, who came to America from Holland about 1620. Their sons, Elbert and Martin, took the old family name of Adriance, and Elbert married, in 1642, Catalina, daughter of Rene Jansen, and from them Mr. Adriance is descended. His father is a Civil War veteran, is proprietor of the Adriance Machine Works, of Brooklyn, president of the Savage Arms Company, of Utica, New York, president of the Warp Twisting-in Machine Company, and identified with other large interests.

Mr. Adriance attended public schools, but is largely self-educated; a practical mechanic and mechanical engineer, with much inventive skill and originality. He was an incorporator and director of the Ontario Can Company, and of the American, British and Canadian Can Company; a director of the Savage Arms Company, 1903 and 1904; and was incorporator, director and vice president of the Warp Twisting-in Machine Company of New Jersey, 1902-1904. He has been a director since 1904 of the Warp Twisting-in Machine Company of New York (capital $2,600,000), its general manager since 1905, and its vice president from 1907 until April, 1910, when he was made secretary, treasurer and general manager.

The Warp Twisting-in Machine Company has its factory at 260 Van Brunt Street, Brooklyn, and it was largely through his perseverance and energy that this unique piece of mechanism was perfected, after nine years of untiring labor, and placed on the market in practical form. The machine is a labor-saving device used in the manufacture of textiles and takes the place of hand twisters and skilled labor, doing the work better and multiplying the ordinary output about five times.

Mr. Adriance's knowledge of mechanics was of inestimable value in the construction and improvement of the machine, and its extensive use by the silk trade throughout the country was also largely due to the energy and enterprise with which he has managed the business.

He is a Republican in political affiliations. He is a member of the Economic Club of New York, Navy League of New York, Crescent Athletic Club of Brooklyn, ex-member of Troop C of Brooklyn, member of the Varuna Boat Club of the Thirteenth Regiment; and is a member of the United Spanish War Veterans, the Sons of Veterans, Royal Arcanum, and National Alumni. He resides at 461 Greene Avenue, Brooklyn.

ARTHUR THEODORE STILSON

ARTHUR THEODORE STILSON, vice president and manager of the Central Stamping Company, is of New England stock, on both sides of English origin, being the son of Andrew J. and Charlotte A. (Judd) Stilson. His first American ancestor on the father's side, James Stilson, came from England to America about 1625, and on the maternal side he is descended from Captain Thomas Judd. He is also a descendant of Andrew Jackson.

His grandfather, Phineas Stilson, emigrated to the West from Litchfield County, Connecticut, about the year 1801, and settled in the town of Denmark, now Castorland, Lewis County, New York, as a farmer, that section being then in the wilderness. His youngest son, Andrew J. Stilson, left the farm on attaining his majority, went to Connecticut and after four years there married in Litchfield County, in that State, and subsequently returned, with his wife, to the old homestead farm in Lewis County, New York, on which their son, Arthur T. Stilson, was born May 6, 1859, being the youngest of five children.

Following the Civil War, business complications arose, which resulted in his father's failure, and after his mother's death, in 1870, he practically earned his own living by work at farming and in the lumber woods, sawmills, and in driving logs, at which he became an expert. He had little schooling up to the age of sixteen, but during his seventeenth and eighteenth years he attended the Lowville (New York) Academy for about six months, all told.

Leaving there October 19, 1878, he came to New York City, arriving with only six dollars in his pocket. He attended evening school during the fall and winter months for two or three years after his arrival. Soon after coming to New York he entered the employ of James Aikman & Company, of Cliff Street, which was consolidated four years later with four other large firms, forming The Central Stamping Company, with which Mr. Stilson has been connected ever since, and of which he is now vice president and manager.

Mr. Stilson usually votes the Republican ticket, though he has never aspired to political position. He has at Montclair, N. J., quite a large estate, which he has named "Westover," and which is his home. He also has a large farming property, the "Stilsonian Farms," in Morris County, New Jersey, where he finds much recreation, gratifying the lifelong appreciation he has always had for farm life, in the personal supervision of the extensive farming operations carried on upon that estate.

He is a member of the Civic Association, the Apollo Club, Outlook Club, Art Association and Montclair Club, all of Montclair. N. J., the Machinery Club of New York City, and other associations, although he seldom attends them, greatly preferring home life.

Mr. Stilson married, in Brooklyn, N. Y., February 7, 1900, Florence May Colby, daughter of the late John Fogg Colby of Bangor, Maine, and has two sons, Colby Stilson, born October 27, 1903, and Judd Stilson, born May 9, 1905.

EDWARD PAUL REICHHELM, was born at Stringau, Silesia, Prussia, November 13, 1843, son of Julius and Pauline (von der Lippe) Reichhelm. His father participated in a revolutionary movement and his arrest was ordered, but escaping to Belgium, he brought his family to the United States in December, 1848.

Mr. Reichhelm studied in public and private schools, and attended Cooper Institute while apprentice in a New York machine shop. In August, 1861, he ran away from home and enlisted for the war as private in the Third Missouri Infantry, and was discharged as captain in the Fifty-first United States Colored Infantry, June 16, 1866.

EDWARD PAUL REICHHELM

He became a clerk, and in November, 1873, he formed the firm of Gessewein & Reichhelm, tool dealers. When it dissolved, in May, 1876, he formed E. P. Reichhelm & Company, of which he is still the head. He organized the American Gas Furnace Company in January, 1887, and the American Swiss File and Tool Company in August, 1899, both founded to carry out original ideas in making first-class tools, which have gained an international reputation for excellence and have received many medals and first prizes from industrial exhibitions and institutions.

He is a past commander in the Grand Army of the Republic, member of the Loyal Legion, and the Masonic order; is a Republican and former president of the Park Commission of Bayonne, New Jersey.

He was twice married, and by his first wife has three children: Paul Franklin, George Lincoln, and Ella Katharine Reichhelm.

CHARLES HERBERT SIMMONS, merchant, was born in New York City in 1862, the son of John and Mary (Rutzler) Simmons. His father, who was of Irish birth and ancestry, came to this country in 1837, and engaged in business in New York City for many years.

Mr. Simmons was educated in the public schools of New York City, and in a business college; and in 1880, when his father founded the business now known as the John Simmons Company, he entered the office, where he practically grew up in the business, advancing in position with his growth in experience, and upon the death of his father succeeded to the presidency of the company, which he still holds.

CHARLES HERBERT SIMMONS

He is also president of the Simmons Realty and Construction Company, the Vulcan Rail and Construction Company, and the Simmons Pipe Bending Works; treasurer of the Powhatan Brass and Iron Works, and vice president of the Essex Foundry; the products of these works being in the main handled through the John Simmons Company.

He is a member of the National Association of Manufacturers, Chamber of Commerce of New York, Union League, Engineers' Club, and Merchants' Club, of New York; and Ardsley Club, of Ardsley-on-Hudson, N. Y. He has his town house at 777 Madison Avenue, and his country residence at Stonington, Conn., where he spends the summer months.

Mr. Simmons married, in Brooklyn, New York, November 26, 1894, Elizabeth Eagle, and they have two children, Ethel H., and Charles H., Jr.

LOUIS K. COMSTOCK

LOUIS K. COMSTOCK, who is numbered with the foremost electrical and mechanical engineers of the country, is of Western birth and New England lineage, having been born in Kenosha, Wisconsin, January 8, 1865, the son of Charles Henry Comstock, a merchant, and Mercy Carolyn (Bronson) Comstock.

His first American ancestor in the paternal line was William Comstock, of Pequot (now New London), who came from England about 1637. He was one of the twenty-six from Wethersfield, Connecticut, who took part in the expedition commanded by Captain John Mason, which captured the Pequot Fort at Mystic, Connecticut, May 26, 1637, killing more than six hundred Indians. This expedition finished the Pequots. Through his maternal grandmother, Mary Doan Bronson, wife of Daniel Bronson, Mr. Comstock is also descended from John Done, a friend and fellow-passenger across the Atlantic of Edward Wynslow and Myles Standish.

Mr. Comstock entered the University of Michigan in 1884, where he received the degree of Ph.B. in 1888. Following graduation he entered upon his professional career as an electrical engineer, in which he has ever since been engaged. He advanced rapidly, and in 1897 was appointed superintendent of construction of the Western Electric Company. He remained in that position for nearly four years, resigning in August, 1900, to accept an appointment as electrical engineer and manager of the mechanical department of the George A. Fuller Company, and so continued until January 1, 1904, when he organized and became president of L. K. Comstock & Company, Incorporated, of which important engineering organization he is still the head.

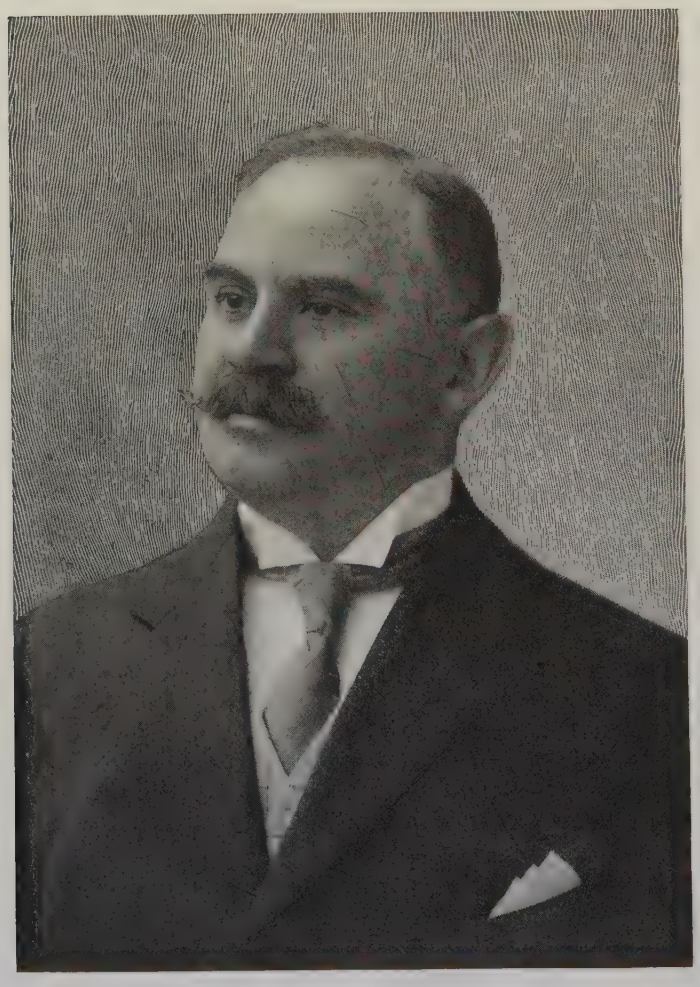
There is no man in the engineering profession who has mastered more completely the technical and practical engineering problems connected with the construction of great modern buildings than Mr. Comstock. He has contributed much, from his own research and testing, to the perfecting of methods of construction and of installations, electrical and mechanical, in such structures.

Mr. Comstock has added to the benefits of liberal education and distinguished professional achievement the advantages of extensive travel throughout the United States, and in Mexico, the West Indies, Central America and Europe. He is identified with the leading technical organizations and professional societies, including the American Institute of Electrical Engineers, American Society of Mechanical Engineers, Western Society of Engineers, American Electro-chemical Society, Illuminating Engineering Society, and the Engineers' Club. He is also a member of the Delta Kappa Epsilon Association of New York.

Mr. Comstock married, in New York, September 12, 1902, Anne Stevens Wilson, and has a son, Thomas Brownell Comstock, born June 12, 1904.

NATHAN FLEISCHER, now vice president of the International Steam Pump Company, is of Austrian nativity, having been born at Saaz, Austria, January 16, 1857. He attended the schools of that place until he was over fourteen years of age, when he came to the United States.

He learned chain-making in the jewelry trade and worked at that occupation until he was nineteen years old, and then entered the grocery business, in which he was employed as a clerk until 1887, in which year he started in the grocery business for himself at Paterson, N. J. He made a substantial success in that business, but in 1897 sold out his grocery business to his partner, in order to connect himself with financial interests in Paterson, N. J.



NATHAN FLEISCHER

After a few years he became associated with Mr. B. Guggenheim in the Power and Mining Machinery Company, of which he was the treasurer until that company was combined with the International Steam Pump Company, of which he was elected treasurer, later being elected vice president of the company, which office he now holds. He also fills the duties of foreign representative of the company.

Mr. Fleischer having made his way by his own efforts and reached a position of prominence and success, has also done valuable public service. In Paterson, New Jersey, where he long resided, he served for some time as a park commissioner. He was also on the first Finance Commission appointed by the mayor of the city of Paterson, a body which is in full charge of the finances of that city.

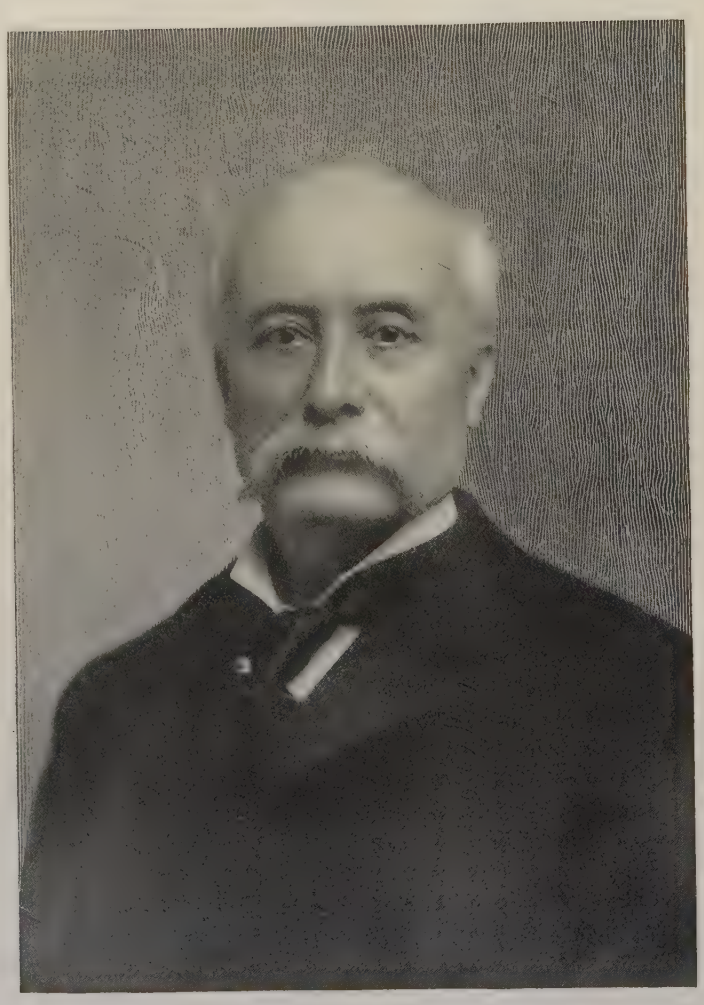
LEON PHILIP FEUSTMAN, of the International Steam Pump Company, was born in Philadelphia, March 6, 1861, the son of Bernard and Rosalie (Mayer) Feustman.

He was educated in Philadelphia Central High School and the University of Pennsylvania, from which he was graduated as a mining engineer, with the degree of Bachelor of Science, in 1882. After leaving the university he located in Leadville, Colorado, where he was employed as a chemist and assayer for several mining and smelting companies until 1888, when he went to Mexico for the Consolidated Kansas City Smelting and Refining Company (afterward merged in the American Smelting and Refining Company). He remained in that employ in various positions up to manager of the company's affairs in Mexico, until 1898, when he became manager in Mexico for M. Guggenheim's Sons. In 1900 he was transferred to the executive offices of the American Smelting and Refining Company in New York. He remained there until 1903, when he became vice president of the Power and Mining Machinery Company, which position he still holds. Since 1907 he has been vice president and general manager of the International Steam Pump Company.

LEON PHILIP FEUSTMAN

He is a member of the Lawyers', Machinery and University of Pennsylvania Clubs in New York City; the American Institute of Mining Engineers, the National Geographic Society and the Pennsylvania Society of New York.

He married, in St. Louis, Missouri, May 23, 1892, Josephine Thatcher, and has a son, Bernard Henry, and a daughter, Marian Thatcher Feustman.



ROBERT ROGERS

ROBERT ROGERS has for more than half of a century held an active and prominent place in the business life of New York City. He was born in the city of Nottingham, England, December 28, 1834, and in that ancient city he received a classical education and grew up to manhood.

After completing his education he learned the art of manufacturing hosiery, which constitutes one of the industries for which that city is famous, and after acquiring a thorough knowledge of that business and establishing connections with the leading hosiery mills, Mr. Rogers came to New York City, in 1856, and engaged in the sale of foreign and domestic hosiery, in which line he established a very large business and achieved a notable success.

In 1867, Mr. Rogers was appointed a special agent for the Lawrence Manufacturing Company of Lowell, Mass., which connection he retained until 1901, and during that period he was a partner in the late firm of Townsend & Yale, of New York, a house which held a position of distinguished prominence as one of the leaders in the dry goods commission business in New York City. During that connection Mr. Rogers became widely acquainted in the dry goods trade and achieved an enviable position in the business world.

Upon retiring from that firm in 1901, Mr. Rogers took a rest of two years' duration, and then feeling a desire to return to the activities of business, he became connected with the firm of Lamson, King & Company, as a special partner, that firm being dry goods commission merchants at 55 Leonard Street, with excellent mill connections. He still remains identified with that firm.

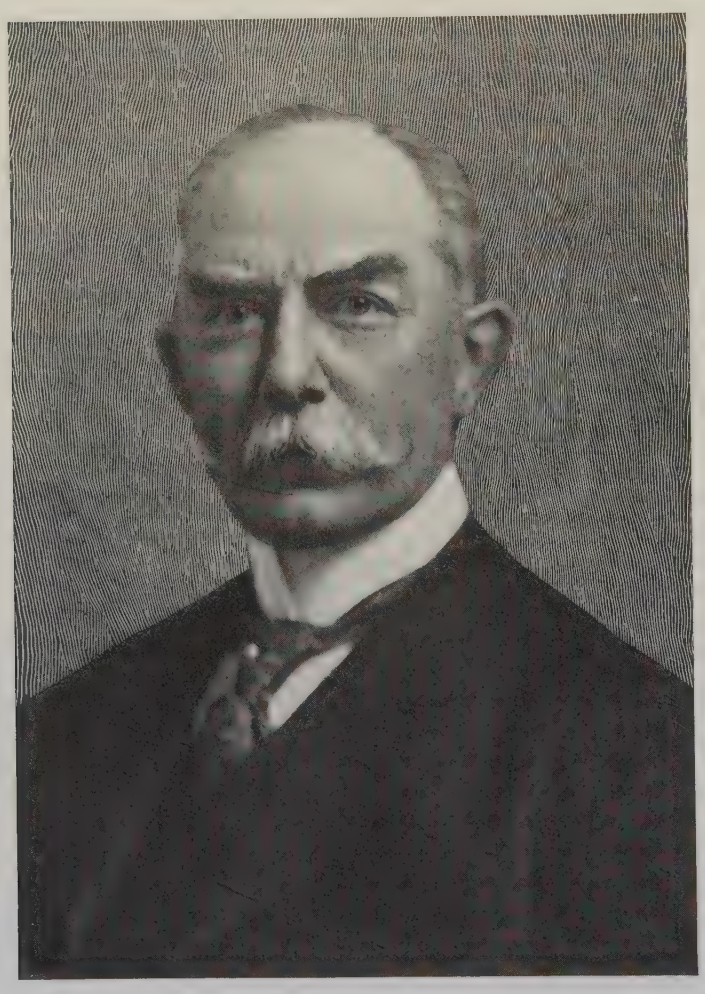
About the same time Mr. Rogers became interested in the DeWitt Wire Cloth Company, of which he was elected president, and still holds that position. The DeWitt Wire Cloth Company is a manufacturing corporation which operates a most complete plant for the prosecution of the industry from which the company takes its title, and both for the quality and volume of its production holds a position of leadership in that line. It has had a continuously successful business under the executive direction of Mr. Rogers, the office of the company being at 299 Broadway.

During his identification with the business life of New York for the past fifty-four years, Mr. Rogers has been most favorably known through the New York mercantile district for his sound and conservative business methods, and has gained the general esteem of friends and competitors, not only in the city, but also in the trade throughout the country.

Mr. Rogers was married, June 2, 1858, to Miss Cornelia M. Dowling, daughter of the late Rev. John Dowling, for many years a well-known pastor in the Baptist denomination in the City of New York. Mr. and Mrs. Rogers have two children living, viz: E. Russell Rogers, who is associated with his father in the wire cloth business, and Clarence DeWitt Rogers, of the law firm of Holden & Rogers, of the City of New York.

CARL F. BOKER, merchant in steel, metals and hardware, is a native of New York City, where he was born December 27, 1847, the son of Hermann and Mathilde (Herberts) Boker. His father was a German merchant who came to New York in May, 1837, and established the business of Hermann Boker & Company the same year.

Carl F. Boker was educated in Germany and began his business experience there. He afterward returned to New York City, and in September, 1883, he established business, under his own name of Carl F. Boker, as an importer of steel and metals. In January, 1891, he combined this business with that of Hermann Boker & Company, then in its fifty-fourth year of successful activity, and since January, 1900, he has been sole owner of the business of Hermann Boker & Company, which he now conducts at 101-103 Duane Street. The prestige of this old and honorable house has been fully maintained and its business greatly enlarged by him.



CARL F. BOKER

Mr. Boker is a Republican; and is a member of the Merchants', New York Athletic, and Ardsley Clubs, Deutscher Verein and Rumson Country Club.

He married, in Hamburg, Germany, December 10, 1889, Therese A. Sendel, and has two sons, Hermann D. Boker, born January 6, 1891, and Carl F. Boker, Jr., born June 20, 1893, and a daughter, Rita M. Boker, born January 4, 1895. His town residence is at 23 West Seventy-sixth Street, in New York City, and his country home is on Rumson Road, at Seabright, N. J., where the family usually spends the summer months.

URI T. HUNGERFORD, who has long been prominent as a leader in the brass and copper industry, was born in Torrington, Connecticut, December 14, 1841, the son of John and Charlotte Mills (Austin) Hungerford. His family is of English origin, his first American ancestor, John Hungerford, having come from England to New England in 1749. Uri T. Hungerford's father was a manufacturer of brass and copper.

The son received a good education in a military academy at Ossining, New York, and under private tutors, and he began his active career in his father's business. Acquiring a thorough and practical knowledge of the copper and brass business in all its branches and details, he continued to advance in position until he became president of the U. T. Hungerford Brass and Copper Company of New York, which, under his executive and general management, he has developed to a high plane of efficiency and prestige as one of the foremost representatives of the industry. He is also president of the American Manganese Bronze Company of Philadelphia, which has also thrived greatly under his experienced direction.

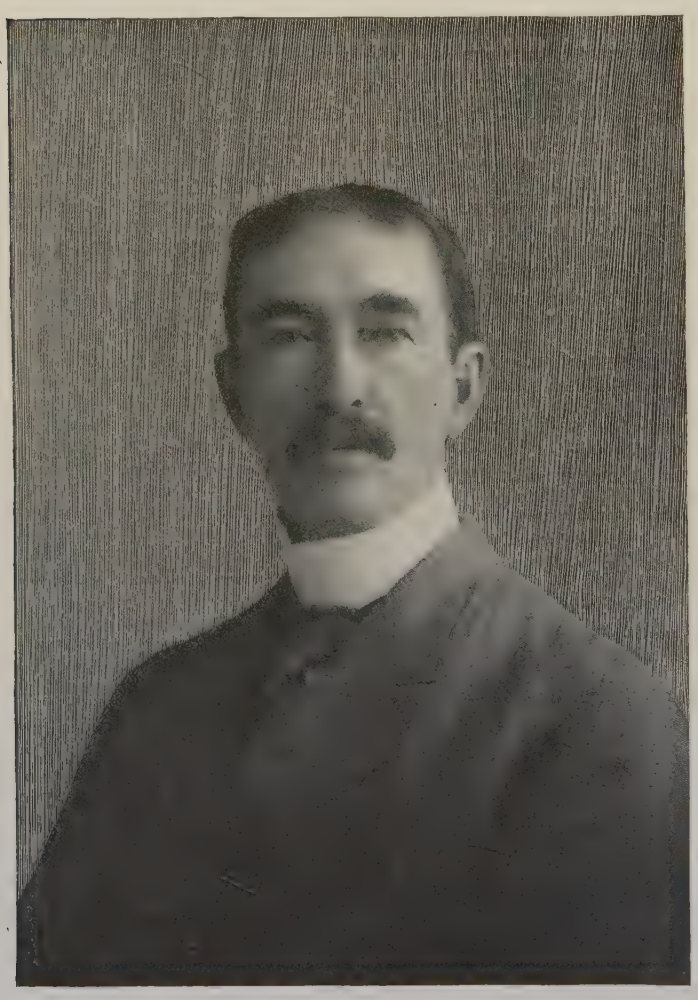
URI T. HUNGERFORD

He is a Republican in politics, and is a member of the Hardware, Fulton, and Railroad Clubs of New York. He has traveled extensively in America and Europe.

Mr. Hungerford married, in New York, June 29, 1887, Sillora Ritchie. He had a son, Wallace W. Hungerford, who is now deceased. Mr. Hungerford's city residence is at Fifth Avenue and Fifty-ninth Street, and he has a country place at Bronxville, New York.

JAMES EDWARD POPE, president of the Pope Metals Company, was born in New York City, July 5, 1863, the son of Thomas J. and Catherine A. (Buxton) Pope. He is of English descent on both sides, and his maternal grandfather was Dr. Charles Buxton, physician to President George Washington.

Mr. Pope was educated in private schools and in the Sheffield Scientific School of Yale University, from which institution he was graduated in the Class of 1882.



JAMES EDWARD POPE

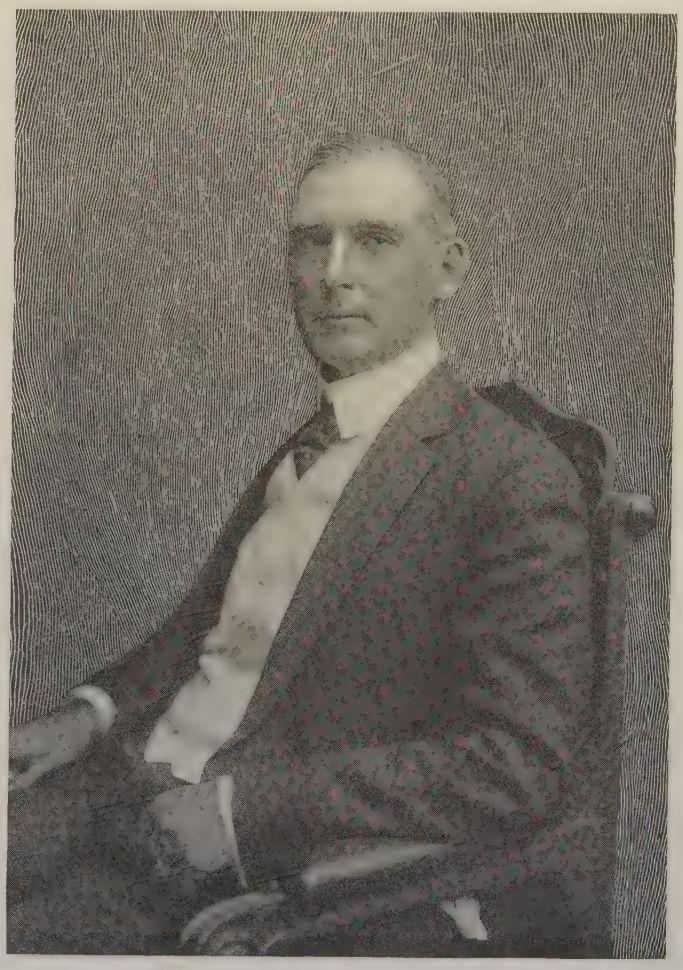
In July, 1883, he entered the metal business with his father's firm of Thomas J. Pope & Brother, and has since continued in that business, now being president of the Pope Metals Company, of 90 West Street, New York. He is vice president of the New York Metal Exchange, a member of the Statistical Committee of the Board of Trade of Jersey City, and was a shade-tree commissioner of Jersey City, New Jersey. He was elected to the office of president of the University of the State of New Jersey in July, 1909.

Mr. Pope is a member of the Berzelius Society of Yale College, the Yale University Club of New Haven, Connecticut; the Meridian Club and the Drug and Chemical Club of New York.

He is also a member of the Hudson County Historical Society of Jersey City, New Jersey; of the National Municipal League, and of the American Civic Association.

He married, at Anniston, Alabama, October 20, 1898, Fanny Ford Noble, and has one son, James Noble Pope.

JOHN JAMES AMORY, manufacturer, was born in Fond du Lac, Wisconsin, son of John Amory (capitalist) and Jane (Smith) Amory. He was educated in Saint Paul's School, Fond du Lac, Wisconsin, and Riverview College, at Poughkeepsie, New York; entered a railroad office at Fond du Lac in 1876, and later went to the Pacific Coast, becoming a livery man at Santa Monica, California, and Tucson, Arizona, 1877-1878; miner at Tombstone, Arizona, 1879-1880; express company agent at Texarkana, Arkansas, 1881-1882; hotel proprietor at Billings, Montana, 1883-1884; then at Bridgeport, Connecticut, as secretary and treasurer of the Armstrong Manufacturing Company, 1885-1886. In 1886 he became secretary and treasurer of the Gas Engine and Power Company and Charles L. Seabury & Company, Consolidated, of which he afterward became and is still president. The company has large works at Morris Heights, New York City, and builds steam and sail yachts, gasoline engines and launches, naphtha launches, wooden vessels, marine engines and boilers.



JOHN JAMES AMORY

He is a director of the Mount Morris Bank of New York, and the Dutchess Manufacturing Company of Poughkeepsie, and vice president of the North Side Board of Trade of New York. He is a vestryman of Saint James Episcopal Church, Fordham; member of the National Civic Federation, Navy League, New York, Larchmont and Columbia Yacht Clubs and Transportation and New York Athletic Clubs.

He married, at Poughkeepsie, September 1, 1881, Mary S. Hull, and has three sons: John Hull, Eugene Horton, and Clement Gould Amory.

FREDERICK MARTEN ASSMANN, one of the more prominent of the German-American citizens of the metropolis, was born in North Germany, February 8, 1858, and was educated in the excellent public schools of his native country.

Beginning his business career in Germany, he decided, after a few years, to try his fortunes in America, and twenty-six years ago he landed in this country. After a short time in other lines of activity he established himself in the can business, and he has since conducted it with such success that Mr. Assmann is now president of the Export and Domestic Can Company, one of the most extensive and prosperous of the concerns in that business. The company has its offices and headquarters at 616 West Forty-third Street, New York. Mr. Assmann has ably assisted in bringing this company from modest beginnings to its present prominence, through executive ability and careful supervision.

FREDERICK MARTEN ASSMANN

Mr. Assmann has always taken an active interest in public affairs, and is a Republican in his political views, and an earnest and active supporter of Republican principles. He is a member of the Republican Club of East Orange, New Jersey, in which beautiful suburb he is regarded as one of the most public-spirited citizens. He has his home at 151 North Grove Street.

Mr. Assmann, who was married in New York City, May 2, 1887, is now a widower, and has three sons: Martin F., born March 23, 1889; Arthur A., born August 2, 1891; Wilbur A., born November 27, 1892.

ALLAN CAMPBELL BAKEWELL, president of the Sprague Electric Company, was born in Allegheny County, Pennsylvania, June 16, 1847, the son of William and Jane Hannah (Campbell) Bakewell. He is of English and Scotch descent, his ancestors on both sides having settled in America early in the Eighteenth Century.

He was educated in the public schools of his native county and in the Western University of Pennsylvania, going from that institution into the Union Army during the latter part of the Civil War. He engaged in the iron manufacturing business, afterwards becoming identified with the manufacture of electrical machinery and apparatus, and upon the organization of the Sprague Electric Company, in 1897, he became its general manager, afterwards being elected vice president, and in 1902, president of the company. Mr. Bakewell is also a director of the Gramercy Company, and is identified with other interests.

ALLAN C. BAKEWELL

In 1898 Mr. Bakewell was appointed assistant adjutant general of the State of New York, with the grade of lieutenant-colonel. He was formerly the department commander of the Department of New York of the G. A. R. He is a Republican in politics, and has been active in party affairs, although never in the sense of seeking office.

He is a member of the Union League, the Metropolitan, the Engineers', and the Players' Clubs, of New York City.

He married, in Pittsburgh, Alice C. Moorhead, member of an old Allegheny County family. Mrs. Bakewell and their two children are all deceased.

WALDO HALL MARSHALL

WALDO HALL MARSHALL, now president of the American Locomotive Company, and previous to that distinguished as an executive in the motive power departments and general management of leading railways, was born in Boston, Massachusetts, on June 7, 1864.

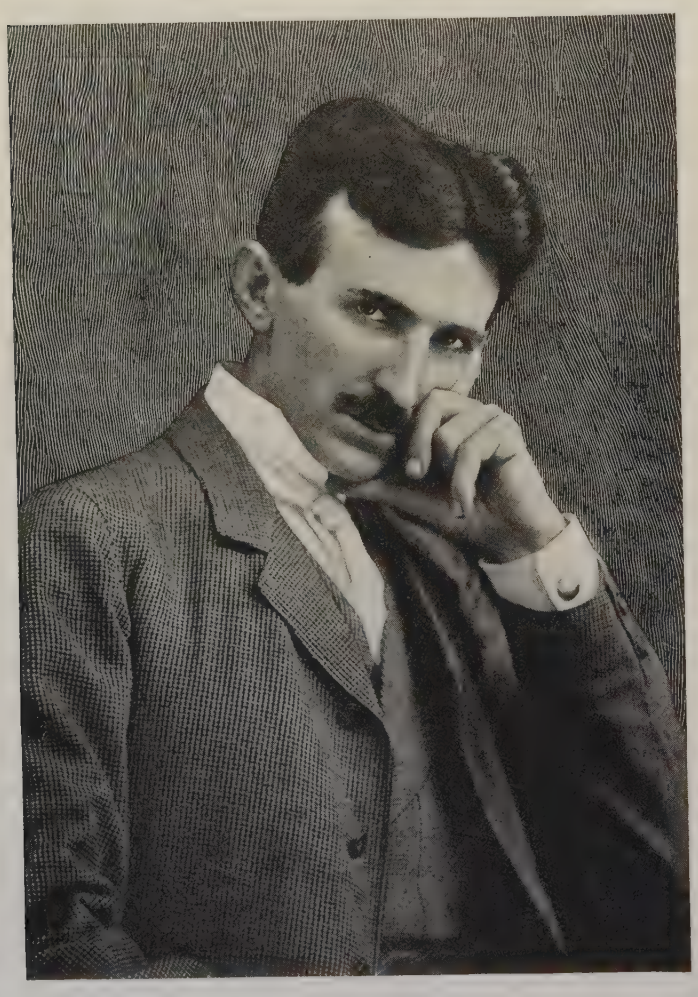
He received a public school education and after that devoted himself by study and practical work to the acquisition of a thorough knowledge of mechanics and mechanical engineering, which he attained in various shops and manufacturing institutions, becoming an expert of great skill. He also gained a practical knowledge of the principles of railway operation.

In May, 1897, he was appointed assistant superintendent of motive power of the Chicago and North-Western Railway, which position he held until June, 1899, when he was appointed superintendent of motive power of the Lake Shore and Michigan Southern Railway, continuing in that position until February, 1902, when he was appointed general superintendent of this same road, later having his jurisdiction extended over the Lake Erie and Western Railroad, and the Indiana, Illinois and Iowa Railroad, continuing in that capacity until July, 1903, when he was promoted to general manager of these three roads. During his connection with the Lake Shore System Mr. Marshall had much to do with the designing of heavy passenger and freight locomotives, and his work in connection with the equipment of that road was of a progressive character and had a lasting effect upon modern locomotive practice in this country.

In addition to his skill as a mechanical engineer, Mr. Marshall displayed signal ability as an executive officer during his connection, first with the motive power department and later with the general management of the Lake Shore Road and his ability was generally recognized in railway circles.

In February, 1906, Mr. Marshall resigned from the general management of the Lake Shore Road, in order to accept the presidency of the American Locomotive Company, which was organized in June, 1901, as a combination of several manufacturers of locomotives, including the Schenectady, Brooks (Dunkirk, N. Y.), Pittsburgh, and Richmond (Va.) Locomotive Works, Dickson Manufacturing Company, Scranton, Pennsylvania, and the International Power Company of Providence, Rhode Island. The company has since acquired the Montreal Locomotive Works, Rogers Locomotive Works, and the American Locomotive Automobile Company. In the manufacture of railway locomotives, snow-plows, steam-shovels and dredges, it is the leading corporation of the country and is also one of the foremost in the manufacture of automobiles. Mr. Marshall's administration of the company's affairs has been eminently successful. He married Florence Hood Kilpatrick, and has his city residence at 135 Central Park West, and a country place at Barnstable, Massachusetts.

NIKOLA TESLA, electrical engineer, physicist and inventor, was born in 1857, in Smiljan, Lika, border country of Austria-Hungary; the son of a distinguished clergyman and orator, and of Georgiana Mandic, a famous woman and inventor, whose father was also an inventor. His education began in the elementary school of his native place, continued four years in the public school in Gospic, Lika; four years in Lower Real School in Gospic, and three years in Higher Real School, Carlstadt, Croatia, where he was graduated in 1873. Originally destined for the clergy, he prevailed upon his parents to send him to the Polytechnic School in Gratz, where for four years he studied mathematics, physics and mechanics, following with two years of philosophical studies at the University of Prague, Bohemia. He started on his practical career in 1881, in Budapest, Hungary, where he made his first electrical invention, a telephone repeater, and conceived the idea of his rotating magnetic field; thence he went to France and Germany, where he was successively engaged in various branches of engineering and manufacture. Since 1884 he has been a resident of the United States, of which he is a naturalized citizen; and here his subsequent inventions originated.

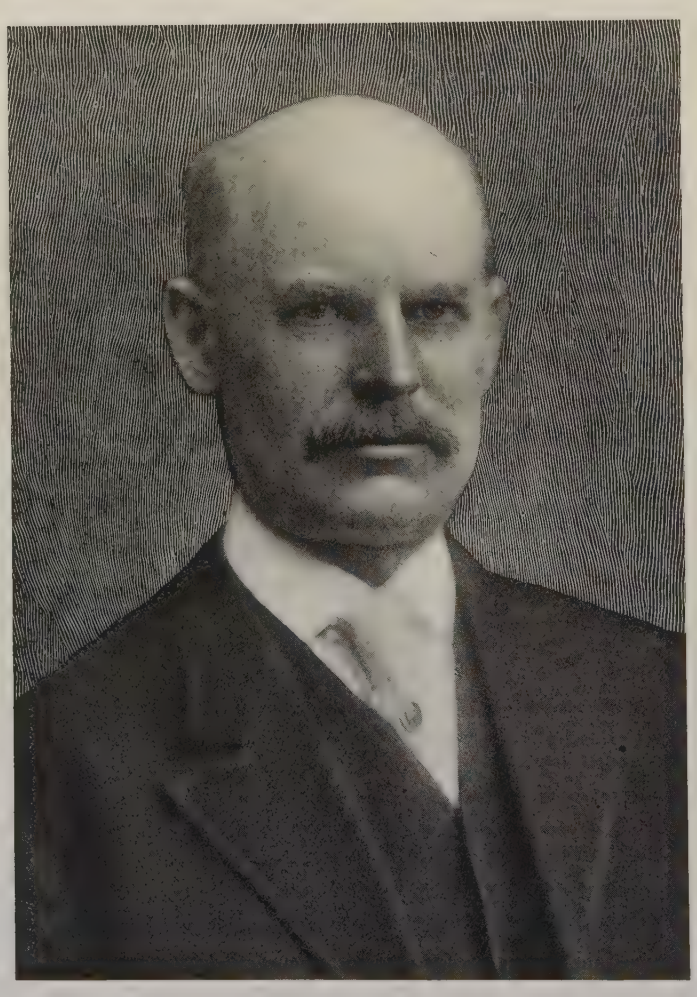


NIKOLA TESLA

Mr. Tesla is the author of numerous scientific papers and addresses, and honorary or regular member of many scientific societies, institutions and academies in the United States and abroad; he is a life member of the British Association for the Advancement of Science and a member of the Royal Institution of Great Britain; M.A. of Yale, LL.D. of Columbia, and Doctor

of Science of the Vienna Polytechnic School, the latter distinction being conferred upon him in acknowledgment of his discoveries of the rotating magnetic field and principles of wireless energy transmission; the Elliott Cresson gold medal was awarded him in recognition of his original work first presented before the Franklin Institute and the National Electric Light Association in 1883, in which one of the most important chapters was devoted to a description of his wireless method. Mr. Tesla's rank among those who have led in the advance in knowledge and application of electrical forces is among the foremost.

Among his inventions and discoveries are: System of arc lighting, 1886; Tesla motor and system of alternating current power transmission, popularly known as two-phase, three-phase, multiphase, or polyphase systems, which have created a revolution in electrical engineering and are now universally adopted (1888); system of electrical conversion and distribution by oscillatory discharges, 1889; generators of high-frequency currents and effects of these, 1890; transmission of energy through a single wire without return, 1891; the "Tesla coil" or transformer, which has proved an indispensable adjunct in many electrical arts, 1891; investigations of high-frequency effects and phenomena, 1891-93; system of wireless transmission of intelligence, 1893; mechanical oscillators and generators of electrical oscillations, 1894-95; researches and discoveries in novel radiations, material streams and emanations, were published in a series of papers in the Electrical Review, New York, 1896-1898, in which he announced all the salient phenomena later attributed to radium; high-potential magnifying transmitter, 1897; system of transmission of power without wires, 1897-1905; economic transmission of energy by refrigeration, 1898; art of Telautomatics, 1898-99; discovery of stationary electrical waves in the earth, 1899; burning of atmospheric nitrogen, and production of other electrical effects of transcending intensities, 1899-1900; method and apparatus for magnifying feeble effects, 1901-1902; art of individualization, 1902-1903. The development of his system of world-telegraphy and telephony and of the transmission of power without wires has engaged much of his attention since that time. A number of discoveries in the electrical field, made by Mr. Tesla, which he has not yet announced, he considers of greater moment than any electrical work he has so far done. His most important recent work is the discovery of a new mechanical principle, which he has embodied in a great variety of machines, as reversible gas and steam turbines, pumps, blowers, air compressors, water turbines, mechanical transformers and transmitters of power, hot-air engines, etc. This principle enables the production of prime movers capable of developing ten horse power, or even more, for each pound of weight. By their application to aerial navigation, and the propulsion of vessels, high speeds are practicable.



DR. EDWARD GOODRICH ACHESON

DR. EDWARD GOODRICH ACHESON was born March 9, 1856, at Washington, Pa.; had three years schooling, after which he was engaged in various pursuits including civil engineering on railroad construction, and in the fall of 1880 became assistant to Thomas A. Edison, who sent him, the next summer, to Europe in his interests, where he remained two and one-half years. While in Europe he installed the first incandescent electric lighting plants ever erected in Italy, Belgium and Holland. He next became superintendent of the Consolidated Lamp Company, Brooklyn, and later electrician to the Standard Underground Cable Company, Pittsburgh.

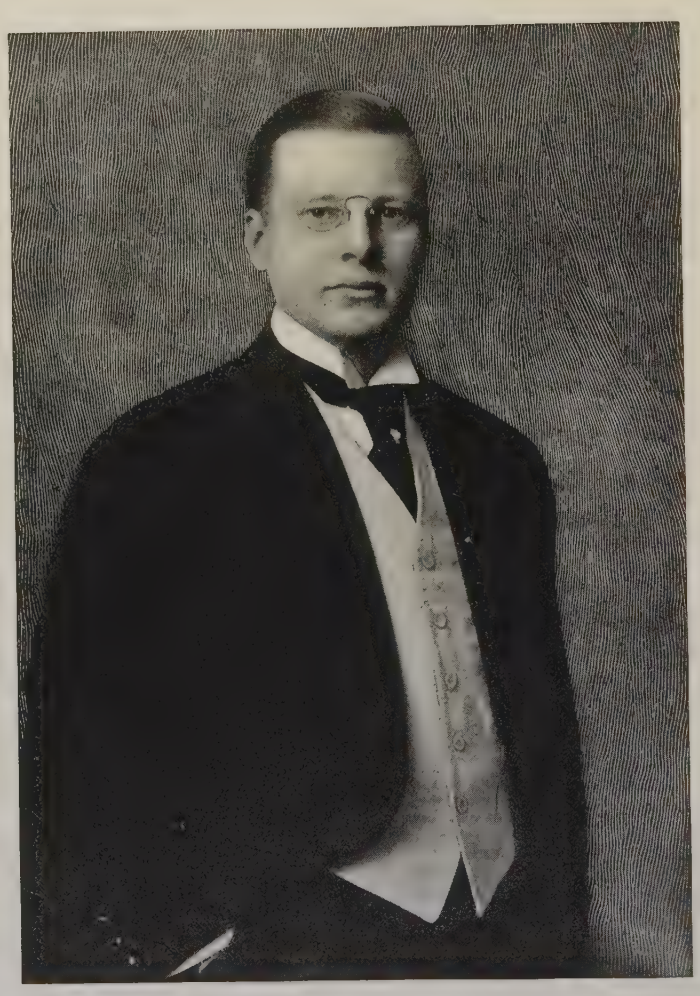
In 1891, Dr. Acheson discovered Carborundum and organized The Carborundum Company, of which he was president for ten years. This company is now producing carborundum at the rate of 10,000,000 pounds yearly. Following the completion of the details of carborundum manufacture, Dr. Acheson created a new industry—the manufacture of graphite. For carrying on the business, he incorporated the International Acheson Graphite Company, which is now making about 15,000,000 pounds of graphite annually. He also invented methods for extracting metallic silicon from ordinary sand.

Dr. Acheson's latest discoveries embrace the production of a fine lubricating graphite, and the "deflocculation" of inorganic, amorphous bodies, and a clear explanation of the cause of the formation of the bars of the Mississippi and the delta of the Nile. In a recent lecture delivered by Dr. Acheson before the Automobile Club of America, he discarded all technical phrases and, after describing in a popular vein his earlier work, showed his distinguished audience how the extract of plants, such as straw, grass and barks of trees, deflocculate soils and all amorphous inorganic bodies, including his artificial graphite. He showed by means of diagrams the remarkable results obtained by Professor Benjamin, of Purdue University, and Dr. Mabery of the Case School of Applied Science, in determining the value of deflocculated graphite as a lubricant when carried in very small quantities by either oil or water.

Dr. Acheson has obtained results that clearly indicate the universal use of deflocculated graphite in lubricating oil (Oildag) will extend the possible life of petroleum lubricating oils four times. The results prove that water and deflocculated graphite (Aquadag) give better lubrication than the best oils.

Dr. Acheson is a member of many scientific and engineering societies; he has received many honors, prominent amongst them being the Rumford Medals awarded by the American Academy of Arts and Science, and the Perkin Medal awarded by committees of the Society of Chemical Industry, American Chemical Society, and the American Electro-chemical Society. The University of Pittsburgh conferred upon him the degree of Doctor of Science.

Dr. Acheson was married, December 16, 1884, to Margaret Mahar, of Brooklyn, N. Y., and has five sons and four daughters.



RICHARD DE WOLFE BRIXEY

RICHARD DE WOLFE BRIXEY, the head of the Kerite Insulated Wire and Cable Company, was born in Seymour, Connecticut, on September 22, 1880. He is the son of William Richard and Frances (De Wolfe) Brixey. He is of English descent on the paternal side and through his mother a descendant of the old and well-known American family of De Wolfe. His father, William R. Brixey, who was for so many years the head and owner of the business, dating from the death of his brother-in-law, Mr. A. G. Day, the well-known inventor of Kerite, retired from active business after many years of successful operation when he incorporated the business in 1908 under the name of the Kerite Insulated Wire and Cable Company, with his son, Richard De Wolfe Brixey, as president and treasurer, whom he had trained to succeed him.

Richard De Wolfe Brixey spent his early life at Seymour, Connecticut, where the large plant of the company is located. As a boy he spent a large part of his spare time in the works. He has always been most deeply interested in the business, and from boyhood up he has had no other ambition than to follow in his father's footsteps. His natural inclination for and close association with this business during his early life have been of great value to him in the direction of the company's affairs. He graduated from the public schools with high honors, being the head of his class, and then entered the Sheffield Scientific School of Yale University, from which he graduated in 1902 with the degree of Ph.B. After his matriculation he entered the works at Seymour, Connecticut. While he already had a thorough knowledge of the practical end of the business, having always been closely associated with it, upon his graduation he entered the works as an ordinary laborer and worked up from that position. He was then transferred to the head office at New York City, where he rapidly acquired a large knowledge of the executive end of the business and became manager. Not long afterwards he was advanced to be general manager of the entire business and upon the retirement of his father naturally became the head of the business.

The company, as manufacturers of insulated wires and cables, enjoys the highest reputation for its product and business standing. The business is the oldest and best known in its line in this country, having been founded in 1850. Kerite insulated wires and cables have earned an unequalled record of performance in service under all conditions. It is the policy of this company under the management of Mr. Brixey, as it has always been under that of his predecessors, to do business on the basis of quality rather than on a cheap first-cost basis. The growth of the business under this policy, while perhaps conservative, has been very large and steady. The products of the company include insulated wires and cables of every description for interior, aerial, un-

derground and submarine service, from small telephone and electric light wire to high power transmission cables.

Owing to the merit of Kerite, the general policy of the company and the personal efforts of Mr. Brixey, it secures business from practically all parts of the world. One of its most important contracts was the furnishing of a cable laid across the Isthmus of Panama in the Canal Zone. This cable was manufactured, shipped and laid in one continuous length of fifty miles, and the contract was secured in competition with manufacturers of various countries, the Kerite company being the highest bidder, but its product was considered the best. This is probably the most important stretch of cable of its length in the world, connecting as it does the Atlantic and Pacific cables. Another important contract was the furnishing of the wires and cables for the new Pennsylvania Tunnel and Terminal system, which extends from Harrison, New Jersey, under the North River, across New York City and under the East River to Long Island City. The largest part of this contract, running into hundreds of thousands of dollars, consists of the block signal system wire and cable upon which the safety of the public as well as the efficient operation of the road depends. The company also made and laid for the government a cable from Skagway to Juneau, in Alaska, which is one of the important links in placing Alaska in communication with the rest of the world.

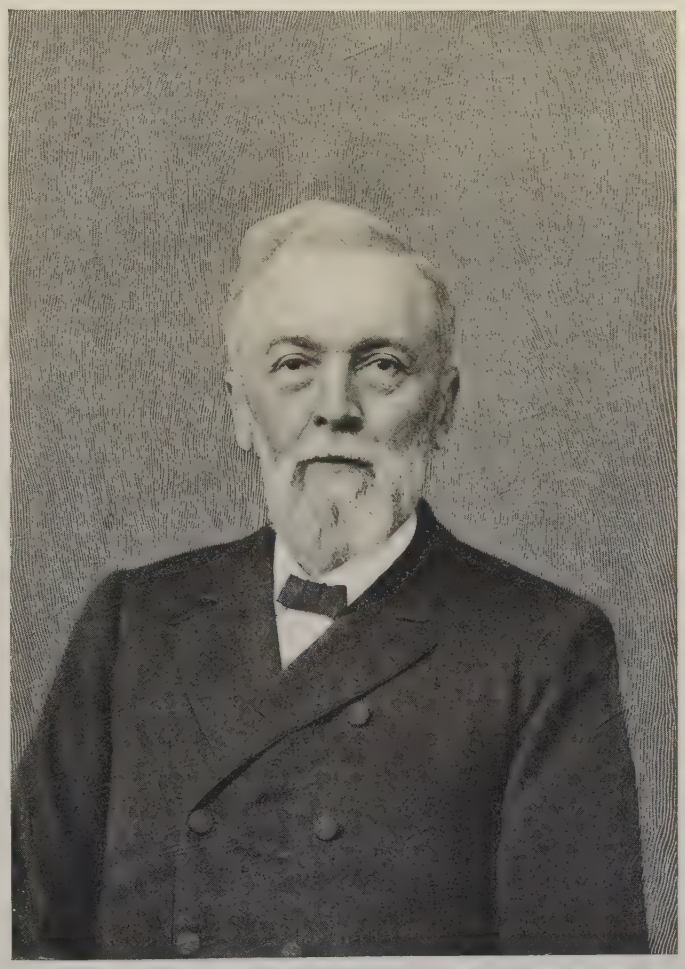
The business is rapidly growing under the direction of Mr. Brixey, who brings to its management not only the most complete technical knowledge of the manufacturing and scientific details, but who also possesses administrative and executive abilities of a superior order and the company has come to be recognized as representative of the highest achievement in the industry. As such it has secured and is constantly adding to its patrons the leading corporations engaged in various departments of electrical service and large systems, such as the railroad systems, the telephone and telegraph companies. Mr. Brixey is recognized as a man of keen judgment and is an example of the highest type of the American business man in all that it implies.

Mr. Brixey is a member of the Engineers' Club, the Railroad Club, the New York Railroad Club, the Machinery Club, the Morse Electric Club, the Yale Club of New York, The American Institute of Electrical Engineers, the University Club of New Haven, the Essex County Country Club of New Jersey, and various business associations.

Mr. Brixey married, in Jersey City Heights, Jersey City, New Jersey, in November, 1905, Bertha Marguerite Anness, and has one daughter, Doris Marguerite.

Mr. Brixey resides at 210 Riverside Drive, and his summer home is at Seymour, Connecticut.

FLORIAN GROSJEAN, born in Saule, Switzerland, January 17, 1824, was educated for a business career, his first position being in a bank at Montbeliard, France. He came to America in 1856, and with Charles Lalance, under the firm name of Lalance & Grosjean, soon had a large business in French tin and hardware. Mr. Grosjean soon realized that advantages could be gained by manufacturing the goods he was importing. He brought several Swiss and French workmen here and opened a small shop in Woodhaven, L. I., where he manufactured articles of tin. He was the originator of tin spoons and many other articles of household utility, that were added as the business grew.

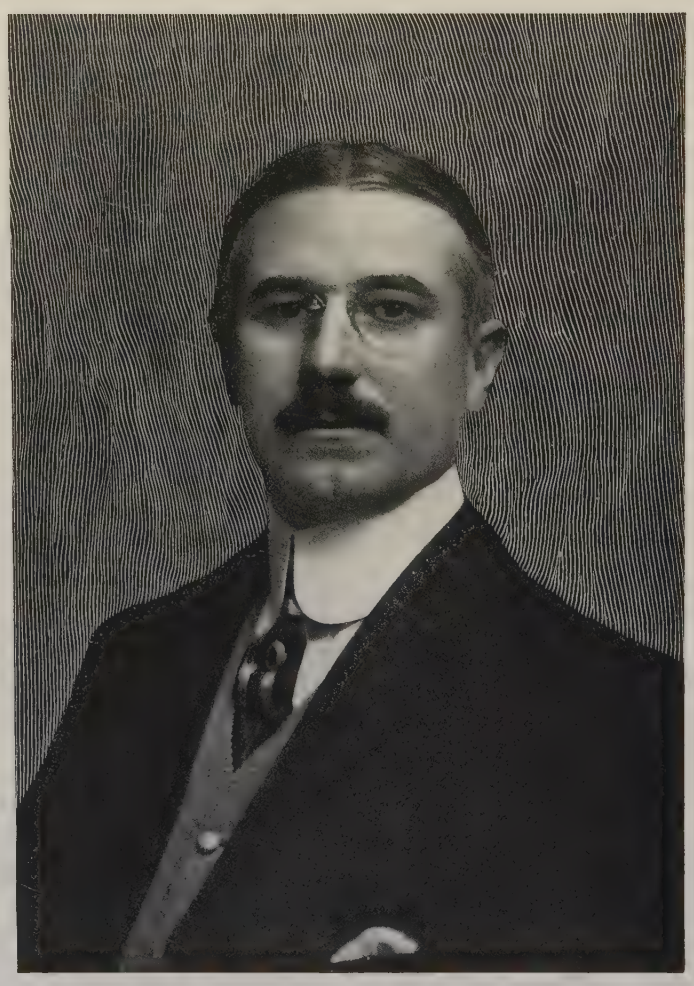


FLORIAN GROSJEAN

Mr. Grosjean had shown rare executive ability in the expansion of the business, but his inventive genius was not exhibited until he originated the process of enameling sheet iron cooking utensils, spending several hundred thousand dollars in perfecting the product.

In 1869, Mr. Grosjean organized the present stock company, becoming its president and principal owner. The plant was burned in 1876, but was immediately rebuilt on a larger scale and in addition large tin plate works and rolling mills were erected at Harrisburg, Pa., to supply raw material for the plant, which had grown from a modest shop to a succession of fine buildings, covering an area of over twenty acres, and there are large storage warehouses in Chicago and Boston, supplying the Western and New England trade.

Mr. Grosjean, after a life of great usefulness, died at his home in Brooklyn, January 24, 1903, at the age of seventy-nine.



FRANK W. JACKSON

FRANK W. JACKSON, formerly general agent of the Hellenic Transatlantic Steamship Company of Athens, Greece, and who is a classical scholar of distinction as well as a successful business man, was born in Pennsylvania, June 6, 1874, the son of Enos Sturgis and Clara (Bailey) Jackson, his father being a merchant. The first American ancestor in his family was Isaac Jackson, who came from Lancashire, England, to this country, in 1725. Prior to that date the Jacksons of this line had been prominent in the old country, including in their numbers distinguished participants in the War of the Roses and in Cromwell's Army. Since being transplanted in this country the family has also been prominent, notably in the case of General T. J. (Stonewall) Jackson, of the Confederate Army.

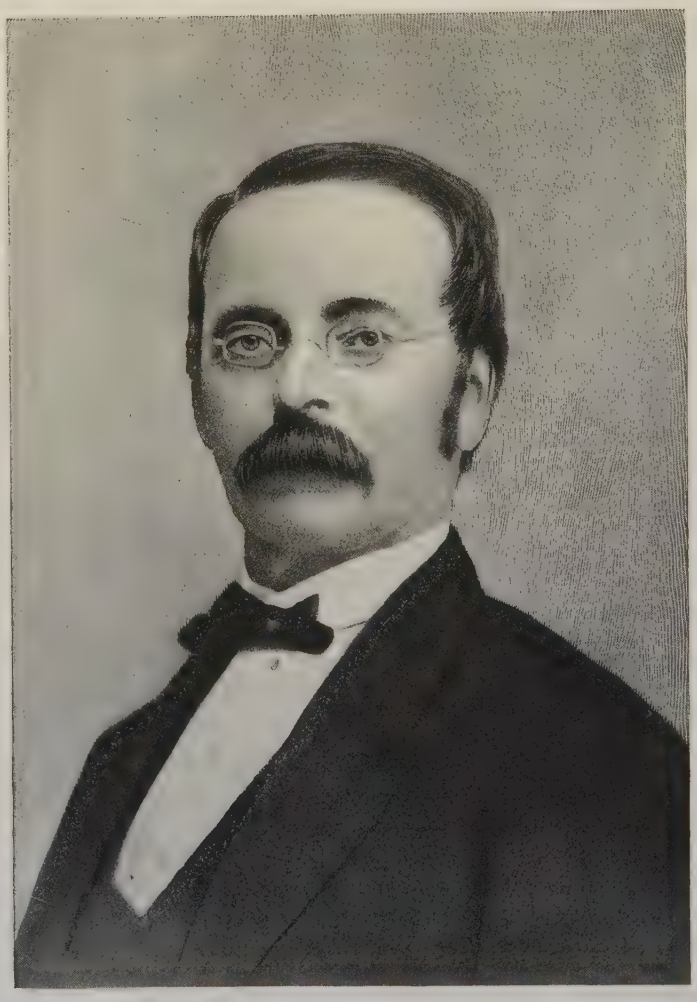
Mr. Frank W. Jackson received a liberal education. He was graduated from the Mount Pleasant (Pennsylvania) Preparatory School with honors, winning the $300 college prize. He attended Bucknell University, and specialized in the Greek language under the late Dr. Thomas Day Seymour, of Yale University, and in Greek historics under Dr. George S. Goodspeed, of the University of Chicago, from which institution he received the degree of Master of Arts *in cursu.*

Mr. Jackson became head master of Greek in the Mount Pleasant Preparatory School from 1895 to 1901. He traveled extensively through Europe and was a resident of Greece for two years, serving as American Consul from 1901 to 1903. During his two years' residence in Greece he became deeply interested in that country, not only as a scholar making linguistic, historical and archæological researches, but also devoted much study and investigation to the economic and commercial conditions and relations of Greece.

He established business connections in that country, and on coming back to New York, in 1903, he became general manager of the Greek Currant Company. In 1909 he was appointed general agent in New York of the Hellenic Transatlantic Steamship Company of Athens, for which position his familiarity with Hellenic affairs gives him especial fitness, and he gave to the company a most able and efficient service in that capacity until leaving it to engage in the importing business he now conducts at 130 Fulton Street.

Mr. Jackson is a Republican in politics, and is a trustee and treasurer of the West Park Baptist Church. He is a member of the staff of lecturers of the New York Board of Education; a member of the Archæological Society of Athens, Greece; of Circolo Nazionale Italiano, Phi Gamma Delta Fraternity, Phi Gamma Delta Club, and Traffic Club, of New York.

He married, at Mount Pleasant, Pennsylvania, in August, 1898, Margaret Z. Markle, daughter of the late Captain Cassius Clay Markle, and they have two daughters, Marian Markle Jackson, born in 1899, and Margaret Wade Jackson, born in 1904.



HENRY ENGELHARD STEINWAY

THE house of Steinway represents not only the evolution of an art product and a great business, but also a personal side which has made valuable contributions to the artistic and business development and civic betterment of the city of New York.

Henry Engelhard Steinway, the founder of the house, was a native of the Duchy of Brunswick, born in the hamlet of Wolfshagen, in the Hartz Mountains, February 15, 1797. Though the youngest of twelve children, he was, at the age of fifteen, the sole male member of his family. Of the others, who all served in the Franco-Prussian War of 1806 or the Franco-Russian War of 1812, several were killed in battle. The father, together with three older brothers, had survived these wars, and with two other men and Henry E. Steinway formed a party of seven which had congregated in the latter part of 1812, when a terrible bolt of lightning killed all of the party except Henry, who escaped unhurt. In 1814 he served in one of the Duke of Brunswick's regiments in the German war of defense against the aggressions of Napoleon Bonaparte.

He continued in the military service until he was twenty-one years old, when he declined promotion and took an honorable discharge from the army. While in the army he had devoted his leisure to music, and had made a cithera out of spruce with which he accompanied the songs of his comrades. On leaving the army he went to work to learn the art of building church organs, and in a year had become so proficient that he secured employment as a journeyman organ-builder. Settling as an organ-builder in the town of Seesen, at the foot of the Hartz Mountains, he pursued his vocation, and there, in February, 1825, he married; and on November 6, 1825, their first child, C. F. Theodore Steinway, was born.

Although a church-organ builder, Mr. Steinway's ambition centered on the improvement of the piano, the English and German models of which he had carefully studied. To put his ideas into practical expression he put in his leisure hours for a long period in the work of building an instrument intended for use of his son as a learner. His careful selection of materials and original improvement in matters connected not only with mechanical construction, but also with the quality and permanence of tone, made this instrument such an artistic and mechanical success that it created a sensation among the musical people of Seesen, and so large a price was offered for it by a wealthy resident of the place that Mr. Steinway sold it and postponed till later the making of a piano for his son. The success of this first complete Steinway piano led him to abandon the organ business and confine his attention, thereafter, to piano manufacture.

He was very successful, considering his location and opportunities, but had always hoped to be able to transplant the business to the United

States. It was many years, however, before his ambition in this respect was realized.

This recognition of excellence in a large competition was the first of a long and honorable series. The Steinway pianos have carried off many medals and prizes in all parts of the world, as well as receiving encomiums from the most distinguished pianist and musical celebrities of three generations. His pianos grew in reputation, and in August, 1839, he had an exhibit in the State Fair of Brunswick, Germany, in which he showed a grand piano, one three-stringed and one two-stringed square piano, receiving a first prize medal and a special commendation of the tone and workmanship of the instrument from the chairman of the jury of the fair, who was the famous composer, Albert Methfessel.

During the political and economic troubles of 1848 and 1849 many eyes were turned from Germany to America, with the result of most valuable additions to the list of our German-American citizens, notably the Steinways. Charles Steinway, second son of Henry E. Steinway, came on a preliminary visit in April, 1849, making such a favorable report that in May, 1850, the rest of the family, except C. F. Theodore Steinway (who stayed behind to complete unfinished work), sailed from Hamburg for New York, which port they reached June 9, 1850.

After his arrival Mr. Steinway, exercising special care, and realizing the necessity of learning trade conditions in this country and of studying the tastes of musical people here, put his money out at interest and secured work for himself as a journeyman in a New York piano factory. Mr. Steinway had from the first insisted that his sons should learn the piano business practically at the bench, and so those who were old enough worked as journeymen until Mr. Steinway felt ready to embark in independent business, which was March 5, 1853, when a factory was started on Varick Street, and the production of Steinway pianos in this country was begun, under favorable conditions as to the mechanical skill and high ideals of their makers.

The distinctive excellence of Steinway pianos soon became known. The first year brought valued recognition in the award of the first premium by the judges of the Metropolitan Fair at Washington in March, 1854, for the best three-stringed and two-stringed instruments. From that time onward and always, the Steinway products have maintained precedence wherever used or exhibited, and when the founder died in New York, February 7, 1871, the house of Steinway & Sons had reached the foremost place in the piano industry.

Henry Engelhard Steinway had founded his house on correct principles, and had established the rule, which has been adhered to through four generations, that each male member should be a practical piano-maker by personal

experience at the bench and in the shop before taking up the financial or commercial branches of the business. Thus C. F. Theodore Steinway in Europe and Henry Steinway, Jr., sons of the founder, became inventive geniuses whose improvements added greatly to the quality of the instruments made by the house, and of the third generation Henry Ziegler, son of the founder's oldest daughter, is similarly endowed with the inventive faculty and is head of the Department of Inventions and Construction.

Henry E. Steinway had five sons and two daughters. The oldest son, who remained in Europe until 1865, and then came to New York, died without issue in 1889. The oldest daughter, Doretta, married Jacob Ziegler. Their son Henry Ziegler, mentioned above, and their grandson Theodore Cassebeer, are members of the present firm, and identified with the factory end of the business.

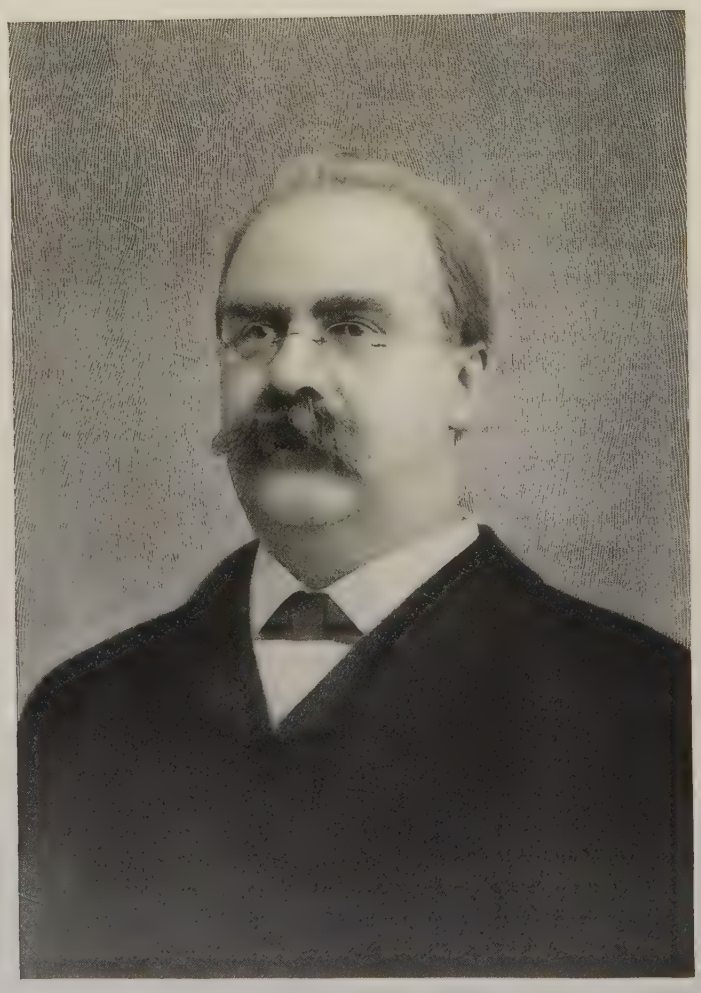
Charles Steinway, the founder's second son, became the financial head of the house for several years before he died in 1865. His sons are H. W. T. Steinway, formerly a member and still a stockholder in the house, Charles H. Steinway, now head of the Department of Finance, and since December 4, 1896, President of Steinway & Sons, and Frederick T. Steinway, head of the Department of Manufacture, and since December 4, 1896, Vice President of the house.

Henry Steinway, third son of the founder, whose inventive skill contributed largely to the perfecting of the Steinway pianos, and was of great value to the business in its earlier years, died in 1865.

William Steinway, who was at the head of the Department of Finance and President of Steinway & Sons from 1865 to his death in 1896, was the father of William R. Steinway, now associated with his cousin Charles H. Steinway, the President, in the Finance Department, and of Theodore E. Steinway, who is collaborator of Henry Ziegler in the Department of Inventions and Construction.

The fifth son and youngest child of Henry E. Steinway was Albert Steinway, who died in 1877, leaving two daughters. He was in the Factory Department of the house, and had charge of the Steinway Exhibit at the Centennial Exposition at Philadelphia a year before his death.

Six lineal descendants of Henry Engelhard Steinway are now actively engaged in the business of the Steinway house; five grandsons, Charles H., Frederick T., William R., and Theodore E. Steinway and Henry Ziegler, and one great-grandson, Theodore Cassebeer. All were born and reared to the principles and traditions of the founder, standing for a product of irreproachable workmanship, and the highest technical skill—a work of art rather than a commercial product, and for business methods of the highest integrity, and at the same time full of enterprise and vitality.



WILLIAM STEINWAY

WILLIAM STEINWAY, the fourth son of Henry Engelhard Steinway, founder of the house of Steinway & Sons, was born in Seesen, Duchy of Brunswick, Germany, March 5, 1836. He was educated in the schools of that place, and in 1850 came to the United States with his parents. He was apprenticed to William Nunns & Co., of 88 Walker Street, and when he was seventeen years old joined his father and elder brothers in the firm of Steinway & Sons, and took an active place in the manufacturing department. He contributed very largely to the perfecting of the Steinway piano, which the combined abilities of his father and brothers soon made the peer of any of the best makes of Europe. In 1862, after having won thirty-five American medals, the Steinways won a first prize medal at the London World's Fair, and in 1867, at the Paris Exposition, in competition with the foremost European makers, their square, upright, and perfect grand pianos were awarded the first of the grand medals of honor. This award gave the house its international fame, and the Steinway firm became successively the court piano manufacturers to the Queen of England, the Queen of Spain, the Emperor of Germany, the Prince and Princess of Wales and the Queen of Italy, and the greatest composers and artists of the world bought and used their instruments. This came about under the administration of William Steinway as president, which position he held in the firm from 1865 until his death in 1896.

Under his administration also the additional works of the firm at Steinway in Long Island City were established, and the firm built a large public school, free circulating library, model free kindergarten, public baths and park, church and other conveniences for the benefit of their employees and other citizens of the place. Mr. William Steinway also remembered his native town of Seesen, to which he presented a beautiful park, which the inhabitants, by vote, named Steinway Park in his honor. He also established annual prizes there for three male and three female students, and paid tuition for the children of seventy-five families. His benefactions in behalf of education were very numerous, and he was at all times a liberal patron of many charitable organizations.

Mr. Steinway and his eldest brother, C. F. Theodore Steinway, were in 1867 elected members of the Royal Prussian Academy of Fine Arts at Berlin, and in the same year Mr. William Steinway received from King Charles of Sweden the grand gold medal, with an autograph letter from Crown Prince Oscar, later King of Sweden. After having been appointed pianoforte manufacturer to the Imperial Court of Germany, Mr. Steinway was received in audience by the Emperor, William II, and the German Empress, in the Marble Palace at Potsdam, and was presented by the Emperor with his portrait, which he autographed in his presence. The Emperor also sent him an autograph letter, thanking him for his gift to the Emperor William I Memorial

Church Building in Berlin, and June 13, 1893, the Emperor bestowed upon him the Order of the Red Eagle. Mr. Steinway was also, in April, 1894, elected a member of the Royal Italian Academy of St. Cecilia of Rome, founded by the great composer, Palestrina, in 1584.

Mr. Steinway was a leader in civic affairs, and a sincere worker for good government in city, State and Nation; was an active member of the Committee of Seventy appointed by the citizens of New York to prosecute William R. Tweed and his associates. He was active in the movement which resulted in the election in 1886 of Abram S. Hewitt for Mayor of New York; was the New York member of the Democratic National Committee in 1888, and a delegate to the National Convention which, in the same year, gave Mr. Cleveland his second nomination for the Presidency. He was a member of the committee appointed in 1890 to endeavor to secure the World's Columbian Exposition for New York City, opening the list for a fund to secure the Fair with a subscription for $50,000, but when Congress gave the Fair to Chicago, he remained friendly to the Fair enterprise, and made and subsequently paid a subscription of $25,000 toward its success.

Mr. Steinway was one of the Democratic Presidential Electors elected for the State of New York in 1892, and in the following January was elected President of the Electoral College at Albany, when it met and cast the vote of the State of New York for Grover Cleveland for President. He afterward declined several important Federal offices offered him by President Cleveland.

Mr. Steinway is best remembered, so far as public service is concerned, for his valuable work in the promotion of rapid transit for the city of New York. He was a member of the Rapid Transit Commission for several terms, and to no one is more credit due for improvement in the conditions of interurban travel in the Greater City, his far-sighted view of the needs of the city, his optimism in regard to its future and his enthusiasm for its welfare resulting in a most favorable culmination to his efforts.

Mr. Steinway was honorary president of the great Musical Festival at Madison Square Garden, New York City, June 24-28, 1894, making the opening address. He was a ready and forceful speaker, both in English and German, and was frequently the presiding officer of meetings of importance.

He was an officer and director of several banking and railway corporations, and was a business man of great prestige and influence. In a social way he was twelve terms President of the Liederkranz Society; was an honorary member of the Arion Society, a member of the Manhattan Club, American Geographical Society, and the Royal Academy of Fine Arts in Berlin.

Mr. Steinway was twice married, and had five children: George A. Steinway, Paula, wife of Louis von Bernuth, William R., Theodore E., and Maud S. Steinway.

CHARLES HERMAN STEINWAY

IN the active management of the Steinway house there are still six men of the Steinway blood, grandchildren and great-grandchildren of Henry Engelhard Steinway, and Charles Herman Steinway is president, and head of the financial department in the corporation of Steinway & Sons.

His father, Charles Steinway, who was the second son of Henry Engelhard Steinway, married Sophie Millenet, and of that marriage Mr. Charles H. Steinway is the second son, and was born in New York City, June 3, 1857. He was educated in excellent schools in the United States and Germany, and afterward entered the house of Steinway & Sons. His father, Charles Steinway, had the financial management of the business during the formative period of its brilliant history until his death in 1865, and when the son entered the business, while it was under the executive direction of his uncle, William Steinway, he soon demonstrated the fact that he had inherited the financial abilities of his father, and became collaborator with William Steinway in the financial department of the business, becoming vice president of the corporation in 1878. Upon the death of Mr. William Steinway, in 1896, he succeeded him as president and head of the financial department of Steinway & Sons, in which capacity he continues.

Under his administration the house has maintained and more strongly emphasized its leadership in the piano industry, and Mr. Steinway, as its head, has, like his distinguished predecessor, been the recipient of many honors, including the decoration of the Order of the Liakat from the Sultan of Turkey, that of Chevalier of the Légion d'Honneur of France, of Commander of the Order of the Lion and the Sun, by the Shah of Persia, the Order of the Red Eagle by William II, King of Prussia and German Emperor.

Mr. Steinway is a trustee of the Citizens Savings Bank and director of the Pacific Bank, is a member of the Chamber of Commerce and of the National Manufacturers' Association, and has gained recognition as one of the most representative business men and financiers of the country.

Outside of business affairs Mr. Steinway is well known as an accomplished pianist and as the composer of several highly meritorious musical compositions. This gift makes him thoroughly appreciative of the artistic side of the business of Steinway & Sons, whose pianos have from the first represented the highest musical excellence as well as the most perfect mechanical achievements in the art of piano-making.

He married, in New York City, October 10, 1885, Marie Anna Mertens, and they have two children, Charles F. M. Steinway, born in 1892, and Marie Louise Steinway, born in 1894. Mr. Steinway is a member of the Academy of Stockholm, Sweden, of the Liederkranz Society of New York, German Society of New York, the Larchmont Yacht Club, Manhattan Club, and New York Athletic Club, and the Chicago Athletic Association.

CHARLES SOOYSMITH, one of the best known civil engineers in the country, son of the eminent engineer General William Sooy Smith, graduated in 1876, at the age of twenty, from Rensselaer Polytechnic Institute, afterwards studying in Germany two years. In 1879 he was assistant superintendent of maintenance of the Atchison, Topeka and Santa Fé Railway. In 1881 he joined his father in the firm of William Sooy Smith & Son, engineers and contractors. Six years later he organized and became president of Sooysmith & Company, constructing engineers. During the succeeding ten years this company constructed many important works, including foundations for large bridges: two over the Mississippi, four over the Missouri, two over the Ohio, central bridge over the Harlem. This company was the leading contractor in the field of difficult under-water engineering and all its work was carried out with a speed and integrity that made the company celebrated. Mr. Sooysmith introduced into this country the freezing process for making excavations, and he first used the pneumatic caisson method for foundations for large buildings as now so extensively applied. Since 1898 he has been consulting engineer; among other important engagements served the Belmont-McDonald interests in inaugurating the construction of the New York Subway. His office is at 71 Broadway. He is now a Metropolitan Sewerage Commissioner.

CHARLES SOOYSMITH

His clubs are the Century, University, Midday, Riding, New York Yacht, and others.

JOHN CLAFLIN

JOHN CLAFLIN, president of The H. B. Claflin Company, was born in Brooklyn, N. Y., July 24, 1850, being the son of the late Horace Brigham Claflin and of Agnes, daughter of Calvin Sanger. He is descended on both sides from old New England families, his first American ancestor in the paternal line having been Robert (Mac) Claflin, who settled in Wenham, Essex County, Massachusetts, before 1661. He built a house in Wenham which he sold to the town for a parsonage about 1661; and a portion of this house is still standing. In the maternal line he is descended from Richard Sanger, who arrived in Boston in the ship Confidence, in 1638. His great-grandfather, Samuel Sanger, was a member of the Committee of Public Safety in 1777, while his great-great-grandfather, Richard Sanger, was a member of the Second Provincial Congress of Massachusetts in 1775. His grandfather, John Claflin, was a large landowner and the owner of the principal store and many other buildings in Milford, Massachusetts, and his father, Horace Brigham Claflin, who was born in Milford, Massachusetts, December 11, 1811, was the foremost merchant of his day, in this country. As a citizen he was distinguished for his strong convictions on the slavery question and his powerful aid to the cause of human freedom, for his political independence, and for the support he gave to religious and benevolent causes in Brooklyn, where he had his winter home for many years.

Horace B. Claflin began his business career as a clerk in his father's store in Milford, and with his brother and a brother-in-law succeeded to that business in 1831. They opened a branch dry goods store in Worcester in 1832, and after conducting that business for eleven years Mr. Horace B. Claflin came to New York in 1843 and inaugurated the business which, within twenty years thereafter, under the name of H. B. Claflin & Company, became the largest of its class in the world.

The success of that enterprise was a monument to the genius of Horace B. Claflin as a merchant, and the business of the firm was so efficiently organized that its precedence in the dry goods trade has continued ever since.

Mr. John Claflin received a liberal education, was graduated from the College of the City of New York in 1869, and traveled in Europe for a year thereafter. In October, 1870, he entered the wholesale house of H. B. Claflin & Company, in which he became a partner in 1873, and succeeded as head of the house upon the death of his father in 1885. In the later years of his father's life the executive burden of the business was borne by the son, so that the decease of his father left him fully equipped for the direction of the affairs of the house.

Rev. Henry Ward Beecher, in his memorial sermon concerning his friend and faithful coworker, Horace B. Claflin, said, with reference to the condition in which the great business he had built up was left at his death: "His busi-

ness was so organized that it could go on, as it were, of itself. He had a son upon whom he leaned, upon whom has come the duty and the place, and whom he might justly trust. So his heart was largely set at rest in regard to the future."

The confidence which the famous preacher expressed, as to the ability of the son to carry on the great business the father had established, has been fully justified by the career of Mr. John Claflin in the twenty-five years since the words quoted were uttered. He incorporated the business in June, 1890, as The H. B. Claflin Company, of which he has been president ever since, and the house has for forty years been by far the largest wholesale dry goods business in New York City.

In 1900 Mr. Claflin formed The Associated Merchants' Company, and in July, 1909, the United Dry Goods Companies, Mr. Claflin becoming the president of both corporations, which control, by ownership of a majority of the stocks, The H. B. Claflin Company, The O'Neill-Adams and the James McCreery & Company stores in New York City, and leading stores in Buffalo, Baltimore, Minneapolis, Louisville and other cities.

Mr. Claflin, in addition to his commanding interest in the dry goods trade, is a trustee and director in many of the leading financial and charitable institutions of the country.

He finds his recreation in travel and outdoor life, avoiding the beaten paths and the fashionable watering-places as vacation resorts, but preferring to spend his leisure in the Rocky Mountains or some other place of natural beauty and freedom.

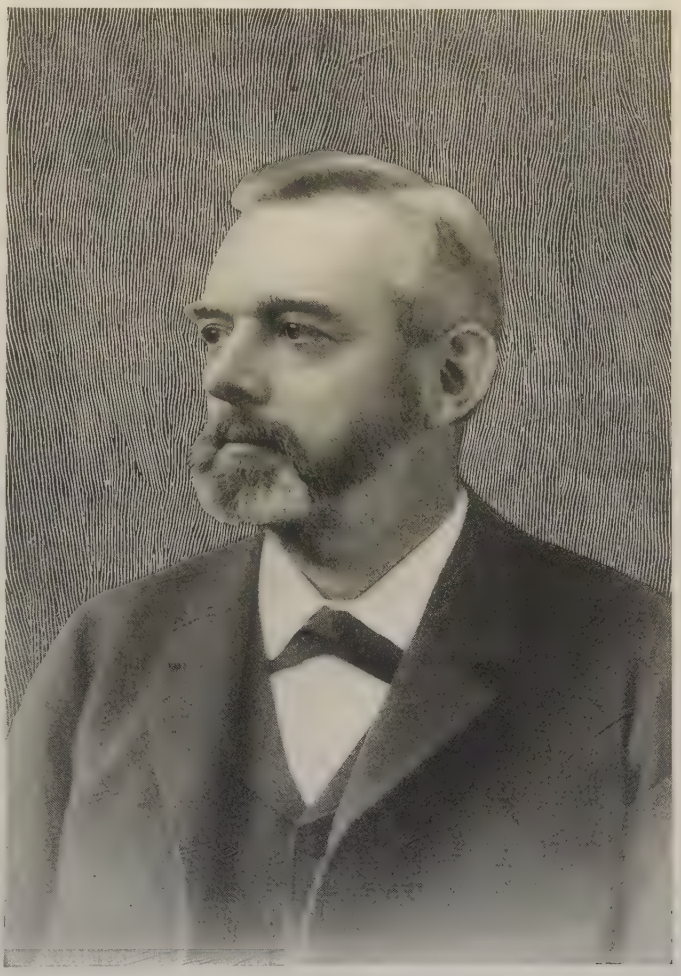
An especially notable journey was made by him in 1877; when Mr. Claflin, with a single companion, entered South America on the Pacific side, landing on the Peruvian Coast at about ten degrees, south latitude, and made his way across the Andean range, thence to the Madeira River, and from there to the mouth of the Amazon, on the Atlantic Coast. The route was one which had probably seldom, if ever, been traversed in its entirety, by a white man before that time, and much of it was in the range of savage tribes whose proximity added to the dangers of the itinerary. Part of the way afoot, part of it on mule-back, and the remainder by canoe, the journey was one of excitement, and full of novel experiences.

Mr. Claflin is in his political views a Republican, but independent; and his religious affiliations are with the Unitarian, Congregational and Episcopal churches.

He married, June 27, 1890, Elizabeth Stewart Dunn, granddaughter of James Stewart, of Louisville, one of the founders of the Bank of Kentucky, and widow of William S. Dunn, a former member of the firm of H. B. Claflin & Company.

LOUIS F. DOMMERICH, long a leader in the dry goods trade of New York, was born February 2, 1841, in Cassel, Germany, where his father was a teacher, a writer of geographical books, and a maker of maps. Mr. Dommerich was educated in the schools of his native place, and served a mercantile apprenticeship in Germany, so that when he emigrated to the United States, he brought with him the advantage of a thorough business preparation.

He arrived in New York in February, 1859, and at once entered the importing house of Noell & Oelbermann, in the dry goods trade. After ten years of efficient service in that house, he became a partner, and later on became sole owner of the business, the style changing to L. F. Dommerich & Company, who conduct a strictly commission and banking business, which he has made continuously successful by sound and conservative business methods.

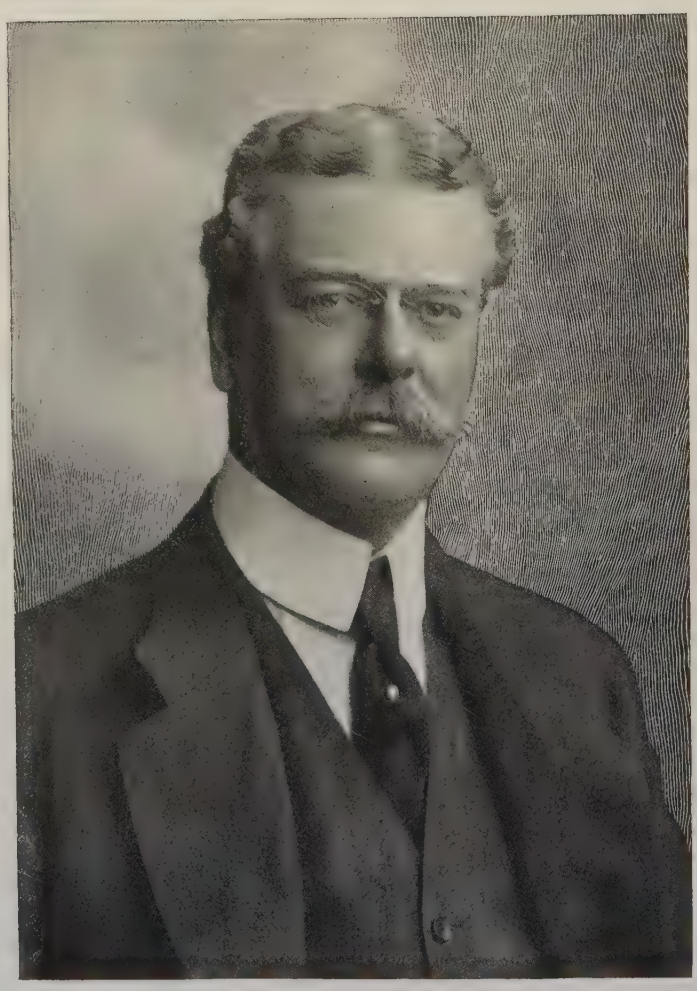


LOUIS F. DOMMERICH

He is also a director in the German-American Insurance Company, the Hanover Fire Insurance Company, the Citizens Central Bank, and the New York Life Insurance Company. His office is at 57 Greene Street.

Mr. Dommerich is a member of the Union League Club, the Merchants' Club, Lawyers' Club, and German Club. He has a city residence at 314 West Seventy-fifth Street, and a country home at Maitland, Florida.

He has been twice married and has three sons: Otto L. and Alexander L., both married, and Louis W. Dommerich; and also has a daughter, Paula, who is married to R. Siedenburg, Jr.



CLARENCE WHITMAN

CLARENCE WHITMAN, who has long been one of the leaders in the dry goods commission trade of New York, is a native of Annapolis, Nova Scotia, the son of John and Rebecca (Cutler) Whitman. The Whitman family is of English origin, descended from John Whitman, of Weymouth, Massachusetts, who came from England about 1625, among whose descendants have been many men of business and professional prominence.

Mr. Clarence Whitman was educated in Cambridge, Massachusetts, and since leaving school his entire business life has been in connection with the dry goods interest, first in Boston and afterward in New York City. He began as an employee of J. C. Howe & Company for a short time, and was then with the firm of James M. Beebe & Company, of Boston, until 1866.

In that year he came to New York and for nine years was in the service of J. S. & E. Wright & Company, dry goods commission merchants, which was later succeeded by the firm of Wright, Bliss & Fabyan.

During these years of activity in the dry goods business Mr. Whitman had not only been learning the business methods and trade usages, and gaining a thorough knowledge of fabrics, but he had also become an earnest investigator into trade conditions, hoping to formulate plans for his own mercantile career which would open up for him a practically new field of business enterprise. He had made patriotic appraisal of the capabilities and possibilities of achievement of American industry, and he had been face to face with daily demonstrations of the fact that at that time there were many varieties of cotton goods largely used, but not made, in America. He was particularly impressed with the fact that the fine fabrics known to the trade as white goods were all imported from Manchester, England, or from Continental European markets.

He had broached the subject to his business associates and others in the trade, but they had assured him that it was not possible to make such goods in this country. The mills, he was told, were not equipped for such work; there were no operatives who knew anything about making such fine fabrics; the climate was unsuitable, and many other reasons supposed to form a perpetual bar to American enterprises along this line.

Mr. Whitman was not convinced by the arguments launched against his theory and determined to give it a thorough trial. With his brother he established the firm of E. C. & C. Whitman in the dry goods commission business, securing several good mill connections. Getting the selling agency of the Ponemah Mills, it was set to work as the pioneer manufacturer of white goods in this country. When Mr. Whitman tried to market the first products of the mill the jobbers advanced the same arguments that had been made before the attempt had been begun, and prophesied that he would never make a success of the white goods industry in this country.

To a man of Mr. Whitman's temperament such a prediction only acted as an additional spur to his determination. He persisted, and won. Soon two or three of the larger dealers were trying to contract for his entire white goods output, but he declined, feeling assured that the demand would grow. He secured control of the product of other mills, which were set to work on white goods, with the result, due to his bold pioneer endeavors, that the white goods industry is firmly planted in this country and the imported supply forms an insignificant proportion of that trade. Mr. Whitman's firm, now Clarence Whitman & Company, of which he is the head, is still the leading house in the white goods trade, handling the output of its own and other mills.

The same reasoning which Mr. Whitman has applied to the naturalization of the white goods industry in the United States he has applied, with similar results, to other lines of production and trade. This is particularly true of the lace curtain industry, which was first established in this country through his initiative. He could see no reason why the United States should be entirely dependent on the English mills at Nottingham for these goods. He established the Wilkes-Barre Lace Manufacturing Company, and was soon offering lace curtains made there which were as good as any of Nottingham make. His house still sells the product of that and other lace factories since established in this country, and imported Nottingham lace curtains are now scarcely a factor in the dry goods trade in this country. The Stevens Manufacturing Company, manufacturing bedspreads, represents an industry, the selling agency of which is held by this house, and which while not a pioneer in that line, has carried it to a higher plane in the quality of its products than had before been attempted in this country.

Mr. Whitman's achievements along these pioneer paths have contributed in a most valuable degree to the advancement of American industry and commerce. Besides these specialties, his house is selling agent for other important mills, especially for the finer grades of printed cottons, and he has been with many business activities. He organized and is vice president and a director of the Pantasote Leather Company, of Passaic, New Jersey, and is a director of the Credit Clearing House. He takes an active interest in measures for the improvement of trade relations, and was for five years president of the Merchants' Association of New York.

He is a Republican, though his activities are only in small degree political; is a member of the New York Chamber of Commerce, the Union League, Metropolitan Riding and Merchants' Clubs, and of the New England Society.

He married, at Andover, Massachusetts, December 1, 1875, Mary Hoppin Morton, daughter of the late Chief Justice Morton, of Massachusetts, and they have four children: Clarence Morton, Harold Cutler, Esmonde, and Gerald. The family home is at Katonah, Westchester County, New York.

HENRY ELMER GIBB, president of Mills & Gibb, was born in Brooklyn, April 4, 1861, being a son of John Gibb and Harriet Balsdon Gibb.

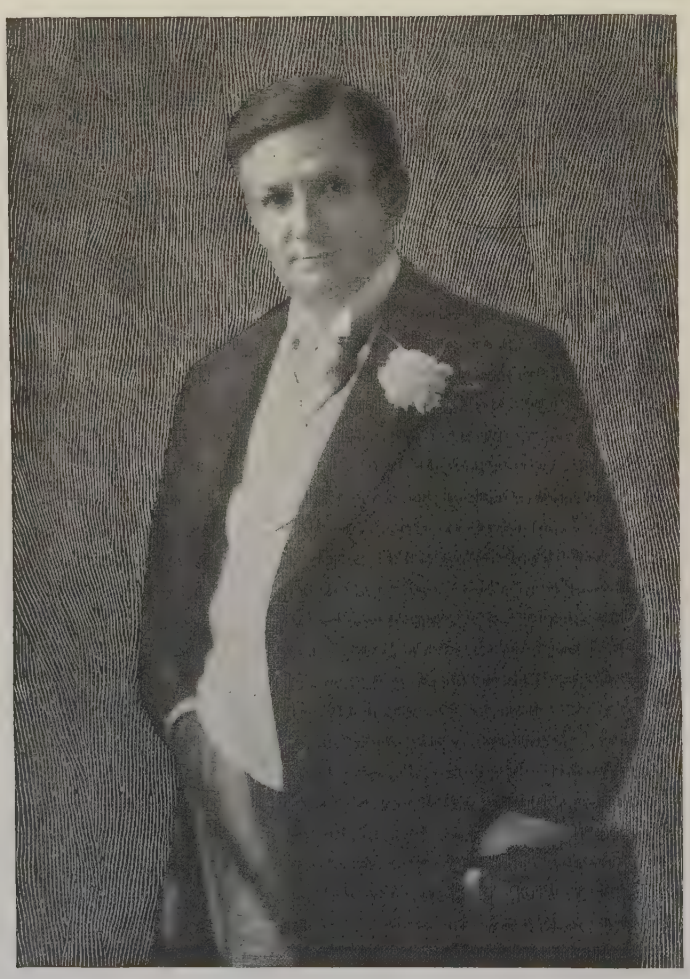
Mr. Gibb became connected, in 1878, with the house of Mills & Gibb, which had been founded by his father and Philo L. Mills, in 1865. They are importers and manufacturers of the various specialties in which they lead: laces, embroideries, white goods, linens, handkerchiefs, ribbons, veilings, notions, curtains, kid and fabric gloves.

HENRY ELMER GIBB

The business was incorporated in December, 1899, John Gibb becoming president, Philo L. Mills, vice president. Mr. Mills died in England, August 23, 1905, and Mr. John Gibb four days later at Islip, Long Island. The executive officers now are H. Elmer Gibb, president, Lewis M. Gibb, vice president, William T. Evans, secretary-treasurer, and William Roescher, Nottingham, England, assistant secretary-treasurer.

The business, located at Broadway and Grand Street for thirty years will remove, in December, to the northwest corner of Fourth Avenue and Twenty-second Street, where Mills & Gibb are erecting for their exclusive occupancy a magnificent fourteen-story building with basement and sub-basement, where their continued leadership is assured. They have branch offices in the principal American cities and European manufacturing centres.

Mr. H. Elmer Gibb is recognized as a representative figure in the dry goods trade of New York. His home is at Morristown, New Jersey.



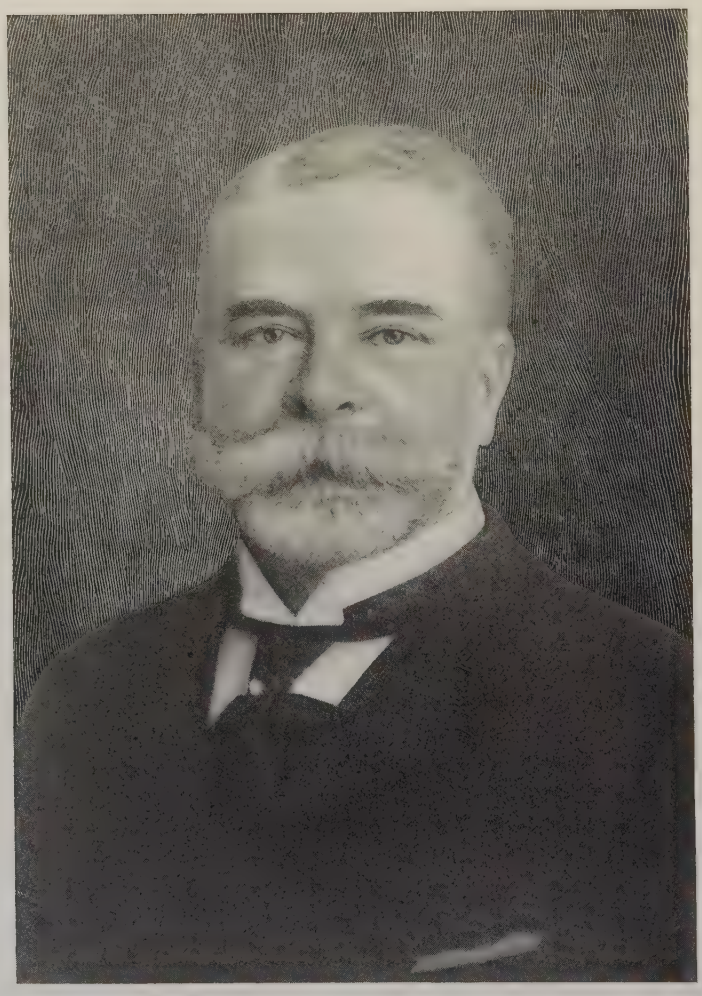
JAMES HARPER POOR

JAMES HARPER POOR, who has been for many years one of the most prominent of those engaged in the dry goods commission business in New York City, is a native of Boston, Massachusetts, where he was born December 17, 1862, the son of Edward Erie and Mary (Lane) Poor; is a descendant of an old New England family of English origin through John Poor, who came from Wiltshire, England, in 1635, and settled in Newbury, Massachusetts. He afterward received a grant of land in the town of Rowley, Massachusetts, and died on the homestead there, in 1684. He was the ancestor of many prominent and successful people, among whom was in the sixth generation, Benjamin Poor, a prominent Boston merchant, who married, in 1824, Aroline Peabody, of Salem, Massachusetts. The Peabody family is one of the most prominent of the old Massachusetts families, descendants from Lieutenant Francis Peabody, of Saint Albans, Herts, England, who came to America about 1635, and became a large landowner in Massachusetts. Benjamin Poor's son, Edward Erie Poor, father of James Harper Poor, became a distinguished business man, first in Boston, and afterward in New York, where he was for many years of the dry goods commission firm of Denny, Poor & Company, and president of the National Park Bank of New York.

James Harper Poor was educated in private schools, and in August, 1880, began his business career as a boy in the dry goods commission house of Jacob Wendell & Company, and in 1883 went to his father's firm of Denny, Poor & Company, and he became a partner in 1892. In 1898, with his brother, E. E. Poor, Jr., he established the firm of Poor Brothers, and in 1901 organized the firm of J. Harper Poor & Company, which, in 1906, consolidated with the dry goods commission house of Amory, Browne & Company, his present firm. Mr. Poor in his long experience in the dry goods commission trade has attained an exceptionally thorough knowledge of the business, and a prominent and representative standard in the commercial service of New York.

He is Republican in his political affiliations, but not especially active in politics beyond exercising his privileges as a voter. He is a member of the New York Yacht Club, the Riding Club, the Automobile Club of America, the Merchants' Club of New York, and the Essex County Country Club; also of the Algonquin Club of Boston, and the Chicago Athletic Club of Chicago. He has his home at East Hampton, Long Island.

Mr. Poor married, in New York City, January 20, 1885, Evelyn Bolton, and they have two daughters: Evelyn Terry, born in New York City, October 22, 1886, and married at East Hampton, Long Island, on June 4, 1910, to Philip Parkhurst Gardiner, of New York; and Mildred Harper Poor, born in Garden City, Long Island, October 4, 1890.



GEORGE FREDERICK VIETOR

GEORGE FREDERICK VIETOR, who for fifty years was engaged in the dry goods commission business in New York City, and was one of its most distinguished merchants, was born in Brooklyn, New York, October 13, 1839, a son of Frederick and Marie (Hütterott) Vietor, both of German birth. His father came to this city about 1820, and about 1835 established the dry goods house which has ever since been known under the name of Frederick Vietor & Achelis.

George F. Vietor was educated in Bremen, Germany, and New York, and was prepared from his youth with a view to participation in the business of the house which his father and uncle had established.

In 1860 he entered upon his business career in that house and applied himself to the task of thoroughly learning the business, and in 1872 became a partner and later senior member until his death, on January 29, 1910.

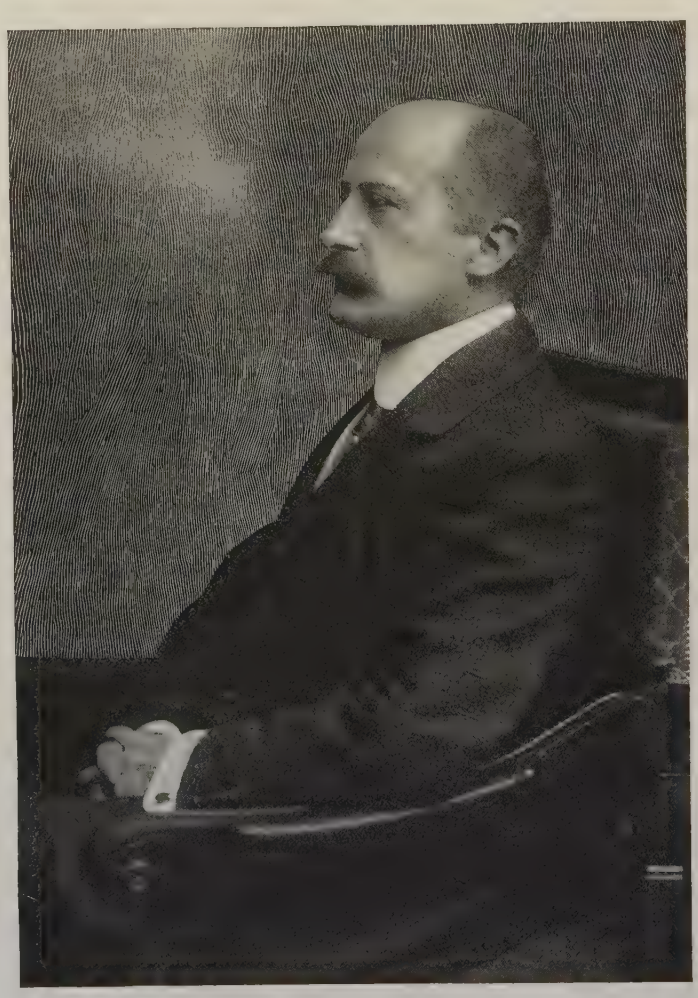
The house of Frederick Vietor & Achelis, now the oldest dry goods house in the city, originally did an importing business almost exclusively, especially in hosiery, but later developed a commission business in the product of domestic mills until that branch of the business became greater in volume than that in imported goods. This was especially true after Mr. George F. Vietor became the head of the house, which became one of the foremost in the commission dry goods trade. The house has, however, continued to control important foreign connections and does a heavy importing trade, maintaining branch establishments in Bremen, Chemnitz, Paris and Lyons.

Mr. Vietor possessed ideal qualities as a merchant. His clear insight into the commercial outlook, his quick and alert judgment as to men, which enabled him to decide a question of credit with almost unfailing accuracy, and his strong and well-balanced mental powers, enabled him to so direct his house as to establish for it a business estimated at about $40,000,000.

He was universally esteemed for his inflexible integrity, and his great business ability and financial acumen were known and recognized through the business world. He was a trustee of the American Surety Company, the Franklin Trust Company, German Savings Bank in the City of New York, United States Trust Company, Washington Trust Company; a director of the Credit Clearing House, Equitable Life Assurance Society of the United States, Jefferson Bank, Kingsbridge Real Estate Company, Mount Morris Bank, National Park Bank of New York, Plaza Bank, Yorkville Bank, and president and director of the Poldehard Silk Company, of Hoboken.

He was a member of the Hamilton, Union League, Rumson Country, Lotos, and Merchants' Clubs, and the Deutscher Verein.

He married, in Brooklyn, Annie M. Achelis, and had four sons and a daughter: Thomas F., Julia M. (now Mrs. J. Lionberger Davis, of Saint Louis, Missouri), Carl L., George Frederick, Jr., and John A. Vietor.



OSCAR VON PASSAVANT

OSCAR VON PASSAVANT, the present head of the internationally prominent importing commission house of Passavant & Co., was born in Frankfort on the Main, Germany, February 11, 1862, being a son of Hermann Passavant, merchant, and Sophie (von Heyder) Passavant. The Passavants were originally a Huguenot family, who emigrated in 1517 from France to Switzerland, and thence to Germany, where, making their home in Frankfort on the Main, they became prominent as merchants. There was founded the mother house of Gebrüder Passavant, of which Hermann Passavant, father of Oscar von Passavant, became the head. Of that old-established institution, the American house of Passavant & Co., was founded in 1853 by Hermann Passavant and his cousin, Theodor Passavant.

Mr. Oscar von Passavant attended the Muster Schule in his native city, and upon completing the educational courses of that institution, went direct to Basel, Switzerland, April 4, 1879, to begin his business training with the silk and ribbon commission house of Gebrüder Passavant, in Basel, which is a branch of the mother house in Frankfort. He continued with the Basel house until 1882, when he returned to Frankfort on the Main to serve his year of military service in the First Hessian Hussar Regiment, No. 13.

On completing his military service he resumed his business training, October 1, 1883, with the commission export house of Kessler Frères et Cie. in Paris, France, remaining there until August 1, 1885. Coming direct to New York, he attached himself to the importing commission house of Passavant & Co., 320 Church Street, now 83 Greene Street, where he worked himself up, and after traveling for business three years in this country, and many years in Europe, he was made a partner, and became head of the firm of Passavant & Co., December 1, 1890. The fiftieth anniversary of the American house was celebrated in 1903, and Oscar von Passavant celebrated, on August 14, 1910, his twenty-fifth anniversary with Passavant & Co. The present head of the original Gebrüder Passavant, at Frankfort on the Main, is now Geheimer Commercienrath Richard von Passavant, oldest son of the late Hermann Passavant. The New York partners of Oscar von Passavant are: Arthur W. Watson, H. Lambelet, and H. Sandhagen.

Mr. Oscar von Passavant has developed the business of the house of Passavant & Co. to a standing and magnitude commensurate with the importance of its origin. Socially, he is a member of the German Club, the Merchants' Central Club, and others.

He married, in New York City, October 21, 1891, Miss Margaret Schmidt, and they have their home at 24 West Sixty-ninth Street. They have a son, Charles Hermann von Passavant, born July 30, 1892, and two daughters, Marguerite von Passavant, born February 5, 1897, and Helen von Passavant, born November 18, 1902.

EDWARD E. POOR

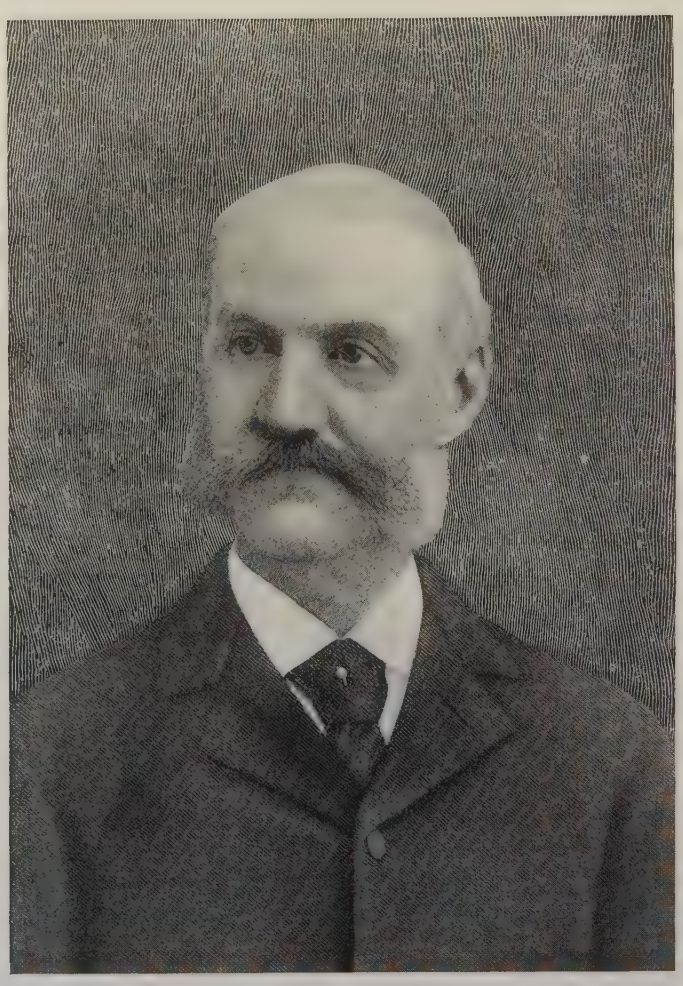
EDWARD E. POOR, head of the firm of Edward E. Poor & Company, was born in Arlington, Massachusetts, December 2, 1861, and is the son of the late Edward Erie and Mary Wellington (Lane) Poor.

The Poor family is of English origin, the earliest American ancestor, John Poor of Wiltshire, England, came to New England in 1635 and settled first in Newbury and later in Rowley, Massachusetts. His son Henry took part in King Philip's War, became very wealthy, and among his descendants were some of the prominent citizens and soldiers of the colony, afterward the State of Massachusetts. Benjamin Poor, of the sixth generation, born in 1794 and who married, in 1824, Aroline Emily Peabody, of Salem, a member of the famous Massachusetts Peabody family, was an eminent Boston merchant. His son, Edward Erie Poor, one of eleven children, born in Boston, February 5, 1837, became a prominent dry goods commission merchant. He started his business career in Boston and in 1864 established himself in New York City, and a year later formed the dry goods commission house of Denny, Jones & Poor, which in 1869 became Denny, Poor & Company. He was also president of the National Park Bank of New York from 1895 to 1900; and that important institution prospered greatly during these years under the management of Mr. Poor.

His son, Edward E. Poor, the eldest of seven children, was educated in a private school and in 1878 started as a boy with Denny, Poor & Company, continuing as employee and partner until it ceased business in 1898. He was associated with his brother, J. Harper Poor, in the firm of Poor Brothers for three years, and since March, 1901, has controlled and sold the products of the Passaic Print Works. During the last ten years the print works have been largely rebuilt and the products greatly improved. Three years ago he organized the Queen Handkerchief Works, to make up and market handkerchiefs printed by the Passaic Print Works, which business is growing rapidly. He is treasurer and director of the Passaic Print Works; director of the Queen Handkerchief Works, and director of the Warehouse Company of Passaic, a company formed to store the goods produced by the Print Works and Handkerchief Works.

He is a member of the Union League, Merchants' and New York Athletic Clubs, Chamber of Commerce of New York, and the New England Society.

Mr. Poor married, at North Adams, Massachusetts, January 18, 1888, Susie E. Grimes, daughter of the late Frank Webster Grimes and Mary E. Johnson. They have three children: Edward E., Jr., graduated this year from Amherst College and starting in business under his father; a daughter, Marian, and a young son, Arthur Johnson.



MATTHEW CHALONER DURFEE BORDEN

MATTHEW CHALONER DURFEE BORDEN, merchant and manufacturer, has long been recognized as one of the leaders in the dry goods trade, both in its selling and manufacturing branches. He was born in Fall River, Mass., July 18, 1842, being the son of Colonel Richard Borden, who was a leading manufacturer of Fall River, connected with its pioneer enterprises as early as 1821, and identified with the development and prosperity of the city until his death, in 1874. In its earliest historic origin the Borden family is of Norman-French derivation, being of the ancient village of Bourdonnay, in Normandy, and thence going to England with William the Conqueror, who granted to them an estate in the County of Kent, to which, and the parish there created, they gave the name of "Borden."

His first American ancestor was Richard Borden, who came to America in 1635, and settled in Rhode Island; and his son, Matthew Borden, was the first child born of English parents on Rhode Island soil, the date of his birth being recorded in the Friends' Book of Records as 1635. From him the line of descent is distinctly traceable to Matthew C. D. Borden, and in the same line have been included many men who have taken prominent places in various lines of usefulness.

Mr. Borden was educated in the famous Phillips Academy at Andover, Mass., and in Yale College, whence he was graduated in the Class of 1864. Upon leaving college he determined upon a mercantile career, in the dry goods trade, and entered the employ of a leading dry goods jobbing house in New York to learn the business, beginning as a stock boy and then working in various capacities until, in 1868, he became a member of the firm of Low, Harriman & Company, where he represented the American Print Works as selling agent, and continuing in that capacity until the print works failed, when he left that connection.

Mr. Borden and his eldest brother, after the failure of the American Print Works, set to work to rehabilitate that business, reorganizing it under the name of the American Printing Company, in January, 1880. In the same year Mr. Borden became connected with the dry goods commission house of J. S. & E. Wright & Company, now Bliss, Fabyan & Company, with which firm he remained until July, 1910, when he established his own house of M. C. D. Borden & Sons, at 90 Worth Street.

In 1887, Mr. Borden bought out his brother's interest in The American Printing Company, and has ever since conducted it as sole owner, maintaining for that enterprise the prestige of recognized leadership, and making it the criterion by which all other enterprises of its kind are compared. After Mr. Borden secured control of the business it increased its capacity so rapidly that it became desirable to make a part of its own supply of cloth so as to be not entirely dependent upon the open market, and in 1889 he built a large

mill. Subsequent improvements and enlargements have been made in both plants, until now seven large mills constitute the plant, supplying about one-half of the cloth required by the printing establishment. These two enterprises constitute important factors in the industrial welfare and progress of Fall River, employing a large force of well-paid operatives. In the entire list of those identified with the textile industries of the United States, no name is better known, or stands higher in the approval of the trade at large than that of Mr. Borden.

To the distributing end of the business Mr. Borden, in his new firm, brings the advantage of forty-two years of experience, and a trade connection which extends to all parts of the world where American made printed goods are sold. In the house with which he has been connected for the past thirty years, he carried and managed the business he has himself built up. He has been remarkably and worthily successful in his undertakings, conducting his enterprises upon thoroughly sound, conservative and at the same time progressive lines.

At various times Mr. Borden has been identified with several financial institutions, and he is now a director in the Lincoln National Bank of the City of New York, a trustee of the Lincoln Safe Deposit Company, and a director of the Manhattan Company Bank.

In politics Mr. Borden has been a Republican ever since he was a voter, and an earnest and uncompromising advocate of the doctrine of protection to American industries. He has been active in charitable and philanthropic enterprises; has served as treasurer and trustee of the Clinton Hall Association, and a governor in the Woman's Hospital in the State of New York. He has always identified himself in a public-spirited way with progressive measures for the city's welfare; is a contributing member of the Metropolitan Museum of Art, and of the American Museum of Natural History. He has never sought political preferment, but he served for six years as Commissioner of Parks of the City of New York, during which term he devoted a large part of his time to the promotion of the welfare and upbuilding of the park system of the city.

He is a member of the New England Society in the City of New York, and of the Union League, Metropolitan, Republican, Down Town, New York Yacht and other leading clubs, and the Yale Alumni Association, and he has always held a prominent place in the social as well as the business life of the city.

Mr. Borden married, at Fall River, Mass., in 1865, Harriet M. Durfee. They have had seven children, of whom three sons are still living: Bertram Harold, Matthew Sterling, and Howard Seymour Borden. Two of his sons are associated with him in the new firm.

CEASAR CONE, president of the Cone Export and Commission Company and the Proximity Manufacturing Company, was born in Jonesboro, Tennessee, April 22, 1859, the son of Herman and Helen (Guggenheimer) Cone. He was educated in Jonesboro, Tennessee, and Baltimore, and at the age of fourteen he entered his father's wholesale grocery firm of H. Cone & Sons, Baltimore, in which he was later a partner until 1891.

Later, with his brother, Moses H. Cone (who died December 8, 1908) he established the Cone Export and Commission Company, now a leader in this country in handling of Southern cotton goods, with headquarters at Greensboro, North Carolina, and 74-76 Worth Street, New York.

CEASAR CONE

The brothers also engaged in manufacturing, purchasing several hundred acres in and around Greensboro, North Carolina, in 1895, and built the large cotton mills of the Proximity Manufacturing Company, since greatly enlarged, and later erected the White Oak Mill, the largest cotton mill in the South and the largest denim manufacturing plant in the world. These mills employ about four thousand people, consume 28,000,000 pounds of cotton annually and turn out over 56,000,000 yards of cloth. Two attractive villages have been built under Mr. Cone's supervision, for the workers, with schools, boarding houses, hotels, churches, and all conveniences. He has served as president of the Central Carolina Fair Association and the Greensboro Chamber of Commerce. He married, in New York City, June 4, 1894, Jeannette Siegel, and has three sons: Herman, Benjamin, and Ceasar, Jr.

THOMAS MORGAN TURNER

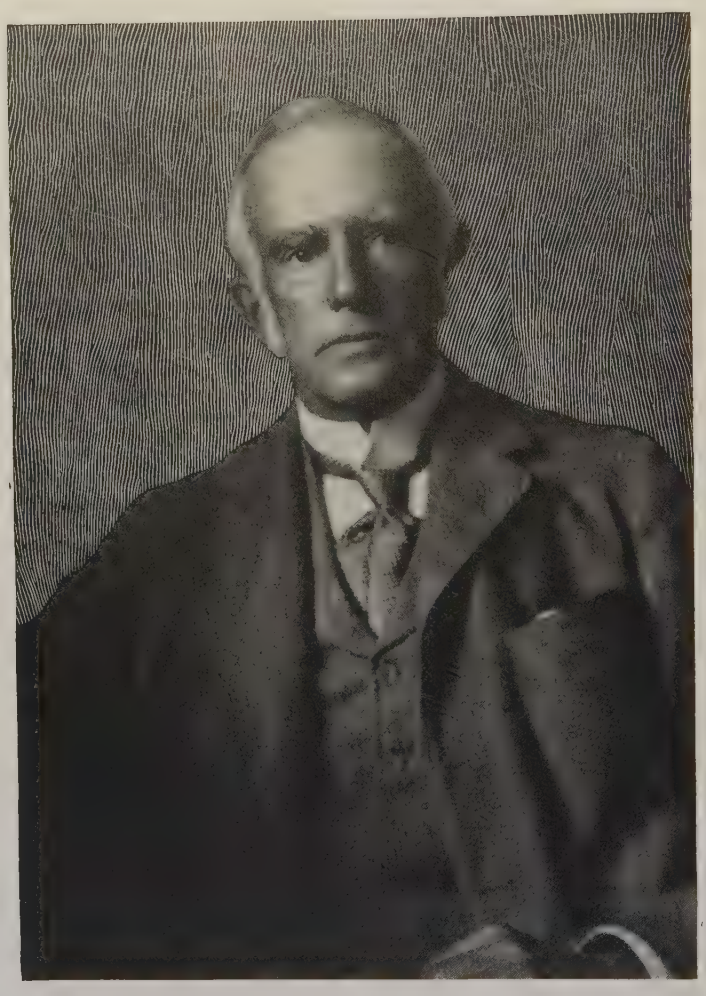
THOMAS MORGAN TURNER, now president of the Consolidated Cotton Duck Company, was born in Chicago, Illinois, September 28, 1856, the son of J. Spencer and Cornelia (Eddy) Turner. He is of mixed Welsh and Scottish lineage, his first American ancestor, John Turner, having come to America and settled in Pennsylvania in the time of William Penn. His father, J. Spencer Turner, was long and successfully engaged in business as a commission merchant with a specialty in the handling of cotton duck.

Mr. Thomas M. Turner was educated in the Brooklyn Polytechnic School, and having completed the courses in that institution, he began his mercantile career in the cotton-duck business in 1875, and has continued in it ever since. He gained a familiarity with the business in all its details, and an acquaintance with the market for cotton-duck products which is surpassed by no other man connected with that trade, and he has long held a leading and representative position among those engaged in this branch of commercial activity, both in the mercantile and manufacturing branches. He has long held a prominent place in the directorates of manufacturing corporations in the cotton-duck industry and in 1905 was elected president of the J. Spencer Turner Company, cotton goods manufacturers and commission merchants, and in 1910 was elected president of the Consolidated Cotton Duck Company, the leading corporation among those engaged in the cotton-duck industry, of which he had for several years before been a director. He is also president of the Tallassee and Montgomery Company; and is director of the H. B. Wiggin's Sons Company, Mount Vernon-Woodberry Cotton Duck Company, Yarmouth Duck and Yarn Company, Cosmos Cotton Company, Tallassee Falls Manufacturing Company, and Greenwood Company. He has his business headquarters at 86-88 Worth Street, in New York City, and from that centre gives able and experienced executive direction to the large manufacturing and commercial interest of which he is now the head.

Mr. Turner is a Republican in his political views, and he is also actively interested in Masonry, being a member of Kane Lodge. He is a member of the Republican Club of the City of New York, of the Union League Club of New York, and The Lambs, and he is also a member of the Maryland Club, of Baltimore, Maryland.

Mr. Turner has for several years been especially interested in yachting, in which he finds his most favored recreation, and he has long been a member, and is now commodore, of the Riverside Yacht Club. He has his city residence at 80 West Fortieth Street, New York City, and a country place at Shelter Island Heights, New York.

He married, in Brooklyn, New York, in 1881, and has two sons: Harold McLeod Turner and Spencer Turner. The former married, April 17, 1906, Martha L. Strong, of New York.



JOHN TAYLOR SHERMAN

JOHN TAYLOR SHERMAN, who was for many years prominent as a merchant in New York City, was a native of Suffield, Connecticut, where he was born November 10, 1831, being the son of Colonel Charles and Jennet Frances (Taylor) Sherman.

He was of old and distinguished New England lineage, descended from Captain John Sherman, who came from England to Watertown, Massachusetts, about 1635, and who was the progenitor of a family which contained many men of distinction. Especially noteworthy in the line of descent was Roger Sherman, great-grandfather of John Taylor Sherman, who was born at Newton, Massachusetts, April 19, 1721, and died in New Haven, Connecticut, July 23, 1723. Leaving the farm he first became a mechanic and later a lawyer and judge in the colony of Connecticut, and during the Revolution was one of the strongest and ablest members of the Continental Congress, was one of the committee to prepare the draft of the Declaration of Independence and one of the signers of that immortal document. He was also an active member of the Connecticut Committee of Safety, and later a member of the Constitutional Convention which drafted the United States Constitution. At the time of his death he was mayor of New Haven, and had been for nine years. His grandson, Charles Sherman, who was father of John Taylor Sherman, was a farmer, a colonel of Connecticut Volunteers, and in charge of the port of New Haven during the War of 1812.

John Taylor Sherman was bred upon the paternal farm and was educated at the Academy of Derry, New Hampshire. In 1847 he came to New York City, and was for a short time in the employ of E. D. Morgan, but later entered the employ of his cousin, Thaddeus Sherman, and his brother-in-law, William Watt, who composed the firm of Watt & Sherman, and he was ultimately, about 1859, admitted to partnership in that firm, and continued in business in New York City as a merchant in white goods, until his death in 1906. The business is now conducted by his sons, as the Sherman & Sons' Company, at 62-64 Leonard Street, of which his eldest son, Charles A. Sherman, is the president.

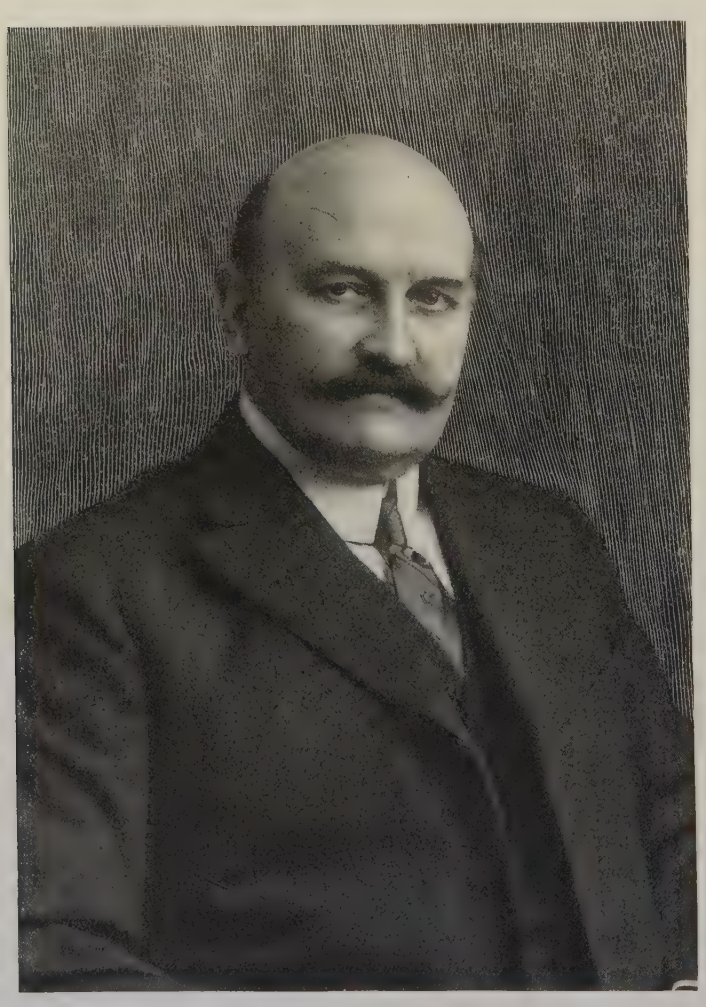
In politics he was independent, with Republican leanings, but always interested in measures for furtherance of the best business and social interests.

He was a member of the Chamber of Commerce of New York, the New England Society in New York, the Hamilton Club of Brooklyn and various sportsmen's clubs, and he had his summer home at Oyster Bay, Long Island, and town address, 35 Remsen Street, Brooklyn.

He married, in Brooklyn, New York, May 10, 1859, Julia C. Deming, and they had eight children: Louise D., Charles A., Alice, Henry, Gertrude, Helen D., Frederick D., and Jessie T.

FREDERICK THEODORE FLEITMANN, dry goods commission merchant, was born in New York City, March 26, 1856, the son of Hermann Fleitmann, American citizen of German birth, and of Louisa Harriet (Medlicott) Fleitmann, born in Bristol, England.

Mr. Fleitmann lived with his parents at Düsseldorf, Germany, 1859-1861, then in New York, where he went to school until his mother died, in 1866, after which he attended the Gymnasium at Elberfeld, Germany, for three years, finishing in Berlin.



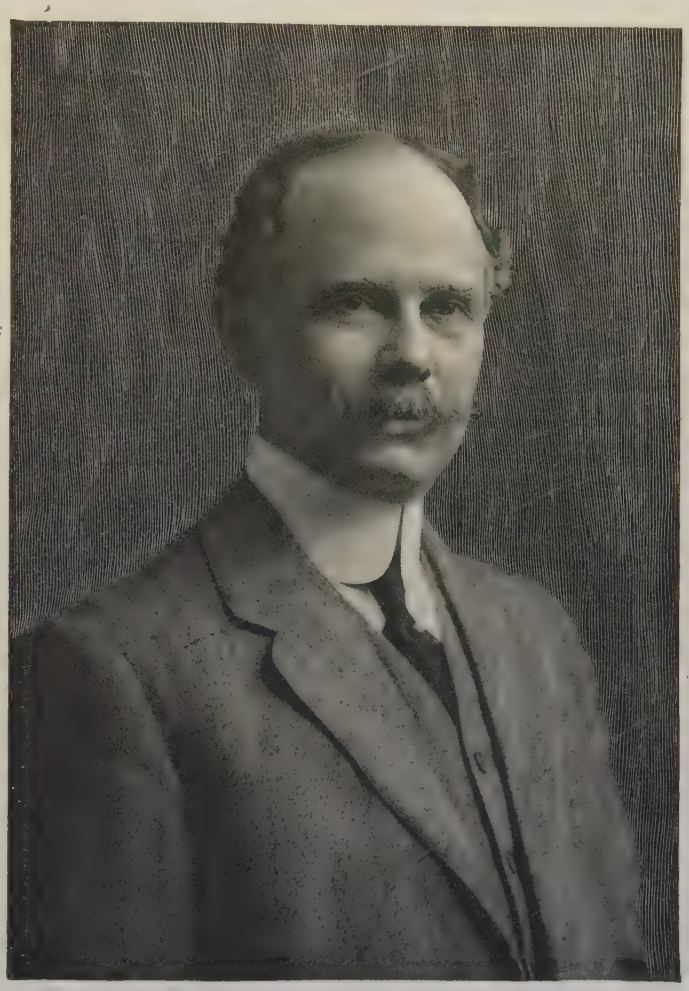
FREDERICK THEODORE FLEITMANN

After two years apprenticeship in the large ribbon mill of Abr. & Gebr. Frowein in Elberfeld, he returned to New York about 1876, to enter the house of Fleitmann & Company, founded by his father, Hermann Fleitmann, in 1850, dry goods commission merchants, becoming partner January 1, 1884. He spent a year at Lyons in the firm's agency, to study the silk business, in 1880, at Düsseldorf, Germany, 1881-1884, and at Berlin 1884-1886, then returning to America. On the death of Ewald Fleitmann, in 1906, he became senior partner. He is a trustee of the German Savings Bank and a director of the Citizens' National Bank.

Mr. Fleitmann is a member of the Deutscher Verein, the Automobile Club of America, and the Riding, Lotos, New York Athletic, Merchants', and Merchants' Central Clubs, and the Chamber of Commerce of New York; also the Club von Berlin, and the Imperial Automobile Club of Berlin.

He married, at Wiesbaden, Germany, June 12, 1894, Amelia Lingdens, and has a son, Hermann Frederick Francis Fleitmann.

WILLIAM MEDLICOTT FLEITMANN, of the well-known dry goods commission firm of Fleitmann & Company, was born in Düsseldorf, in Germany, on January 30, 1860, during a visit of his parents abroad, and is the son of Hermann and Louisa Harriet (Medlicott) Fleitmann, his father being a native of Germany and his mother having been born in Bristol, England. His father came to the United States in 1850 and established the firm of Fleitmann & Company, dry goods commission merchants, ever since successfully engaged in business in New York City.



WILLIAM MEDLICOTT FLEITMANN

Mr. William M. Fleitmann lived with his parents in New York from 1861 to 1869, attending the private schools. His further education was completed in Berlin and Cassel, Germany, from 1869 to 1878, and after spending a year at the Textile College at Mülheim-on-the-Rhine, and a year in Lyons, France, learning further details of the textile business, he entered the business of Fleitmann & Company, in 1880, continuing in various capacities until January 1, 1887, when he became a member of the firm, to the subsequent and increased success of which he has largely contributed.

Mr. Fleitmann is a member of the Deutscher Verein, the Merchants, Riding, New York Athletic, New York Yacht, and Columbia Yacht Clubs; the Automobile Club of America, and various clubs at Bar Harbor, Maine.

Mr. Fleitmann married, in Grace Church, Brooklyn, November 7, 1889, Lida M. Heinze, and has three children: Frederick Herman, Lida Louise, and William Medlicott Fleitmann, Jr.

WILLIAM RYLE, the founder of the firm of William Ryle & Company, was born in Macclesfield, England, his father (also William Ryle) being a manufacturer of silk fabrics in that city.

William Ryle came to America at the age of seventeen, and engaged in the silk manufacturing business with his uncle, the late John Ryle, who was one of the pioneer manufacturers in that line of this country. William Ryle afterwards engaged in business as a banker on his own account, and later abandoned this for a mercantile career.

WILLIAM RYLE

He conducted the business in his own name until his death, and built up a large trade as an importer of raw silk, and also sold yarns and other silk merchandise on commission for various manufacturers.

After his death in 1881, the business was continued by his eldest son, the late William T. Ryle, under the name of William Ryle.

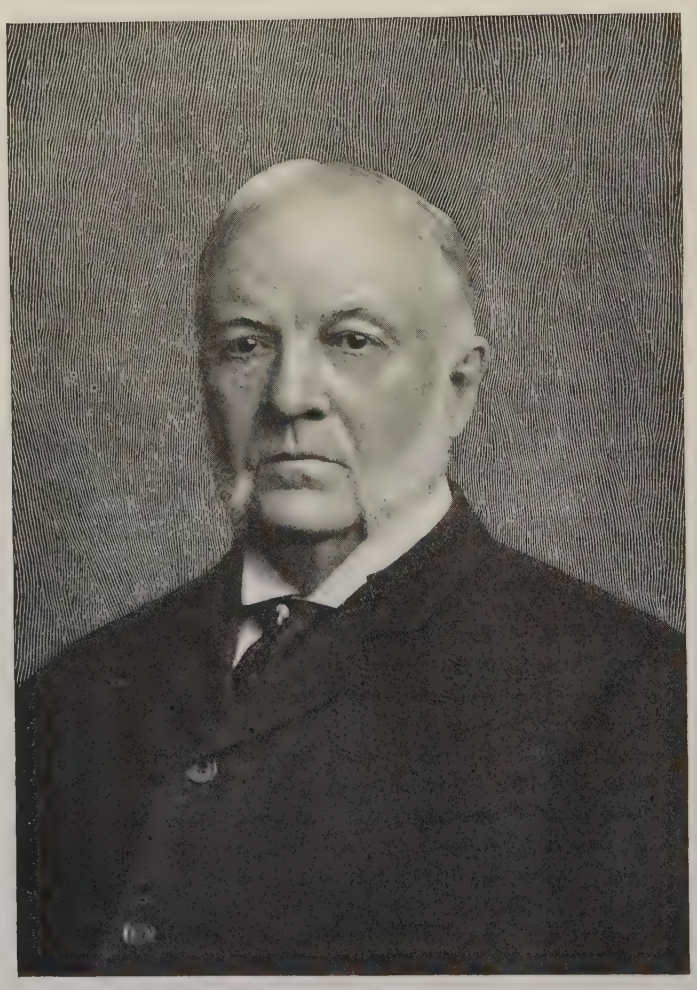
In 1890 the firm of William Ryle & Company was formed by William T. Ryle, Arthur Ryle and Boetius Murphy, and in 1893 William H. Barnard was admitted as a general partner. This firm as thus organized continued in business until December 31, 1899, when the partnership expired by limitation. After that the business was conducted for five years by Arthur Ryle, trading as William Ryle & Company.

In January, 1906, Thomas D. Van Dusen and Charles P. Kelly were admitted as general partners in the firm, the business continuing from that time up to the present, under the old established firm name of William Ryle & Company.

WILLIAM POWELL DREWRY, president of Farber-Drewry Company, dry goods commission merchants, is a native of Richmond, Virginia, born in 1868. The son of John William and Blanche (Powell) Drewry, he is descended on both sides from prominent English families. His father was a Confederate officer, a brother of Major Drewry, of Drewry's Bluff, a famous spot in Virginia during the Civil War. Also a famous ancestor was Sir Robert Drewry, for whom Drewry (now Drury) Lane in London was named in the Sixteenth Century. On his mother's side Mr. Drewry is connected with the Powells, of Virginia, a famous family beginning with the three brothers, Nathaniel, William and John, who came to Jamestown, from England, in 1609. The third brother, John Powell, was a burgess in 1632, and his son, John Powell, Jr., was also a burgess and was elected seven different times. The line descends through his son, William, and the latter's son, James, to John Powell, whose son, Dr. John Norment Powell, was the father of Mr. Drewry's mother.

WILLIAM POWELL DREWRY

Mr. Drewry was educated in Virginia. He came to New York in 1895 and was connected with the house of Joseph T. Low & Company until 1898, when he became a member of the firm of Farber, Drewry & Company. He is a director of several important textile corporations in North and South Carolina. Mr. Drewry's long experience and thorough familiarity with the business have earned him a position of marked prominence among those identified with the dry goods interests of New York.



CORNELIUS NEWTON BLISS

CORNELIUS NEWTON BLISS, one of the leading American merchants and a citizen of national distinction, is a native of Fall River, Massachusetts, where he was born January 26, 1833, the son of Asahel Newton and Irene Borden (Luther) Bliss. He is of old New England ancestry, descended from a Devonshire family, a Puritan member of which came to New England in 1633 and settled at Weymouth, Massachusetts, afterward becoming one of the founders of Rehoboth, Massachusetts, where his descendants continued to live for two centuries. There Asahel Bliss was born, afterward removing to Fall River, where he married, and where his son, Cornelius Newton Bliss, was born, the father dying while the boy was yet an infant. The mother afterward remarried and moved to New Orleans, the boy remaining in Fall River with maternal relatives and being educated in the common schools and Fiske's Academy in that city until he was fourteen years old. He then went to his mother in New Orleans and attended the High School of that city.

He began his business experience with a few months in the counting room of the stepfather in New Orleans, then returning in 1848 to the North and entering the employ of James M. Beebe & Company, at that time the leading dry goods importing and jobbing house in Boston. He applied himself to a study of the dry goods trade with such diligence that he advanced in the confidence of his employers and his knowledge of the business and became a partner in the firm which succeeded J. M. Beebe & Company. He there gained the experience and connections which made him recognized as a representative merchant in Boston and one of the best known dry-goods men of the country.

In 1866 Mr. Bliss became a member of the dry goods commission house of J. S. & E. Wright & Company. Upon the death of the senior member the firm was reorganized under the style of Wright, Bliss & Fabyan, but later became Bliss, Fabyan & Company, of Boston, New York, Philadelphia and Chicago. There is no more prominent dry goods commission house in the United States, and the firm handles the products of many of the leading American mills, for many of which it has for years held the exclusive selling agency and has for many years enjoyed a trade of vast proportions.

Mr. Bliss has continuously resided in New York City for more than forty years, and in addition to his large interests in the dry goods business he is a director of the Fourth National Bank and the Home Insurance Company, trustee of the Central Trust Company, a director of the American Round Bale Press Company and a director in various manufacturing companies in Massachusetts. He is vice president of the

Chamber of Commerce of the State of New York, and a member of its Executive Committee.

In politics Mr. Bliss has long been known as one of the leaders of the Republican party, earnest in his support of its principles and especially of the Republican doctrine of the protection of American industries. He has had a place of prominence in the councils of the party almost from its inception, and has been for many years the friend and adviser of those who have been most influential in formulating its principles and contributing to its success. He served for several years as the president of the Protective Tariff League, and in 1887 and 1888 he was chairman of the Republican State Committee of New York.

When Chester A. Arthur was President, he offered Mr. Bliss a cabinet position, but he declined it, and in 1884 he was appointed chairman of the Committee of One Hundred selected at a general meeting of citizens of New York to urge the renomination of Chester A. Arthur by the Republican party for President of the United States. While always active in politics, he has many times declined nominations to high offices, including that of governor of New York in 1885, and several times the nomination for mayor of the city of New York. He served for years as a member of the Republican County Committee of New York and was the treasurer of the Republican National Committee from 1892 to 1896, and again from 1900 to 1904. His service in that capacity included the handling of the funds of several presidential campaigns.

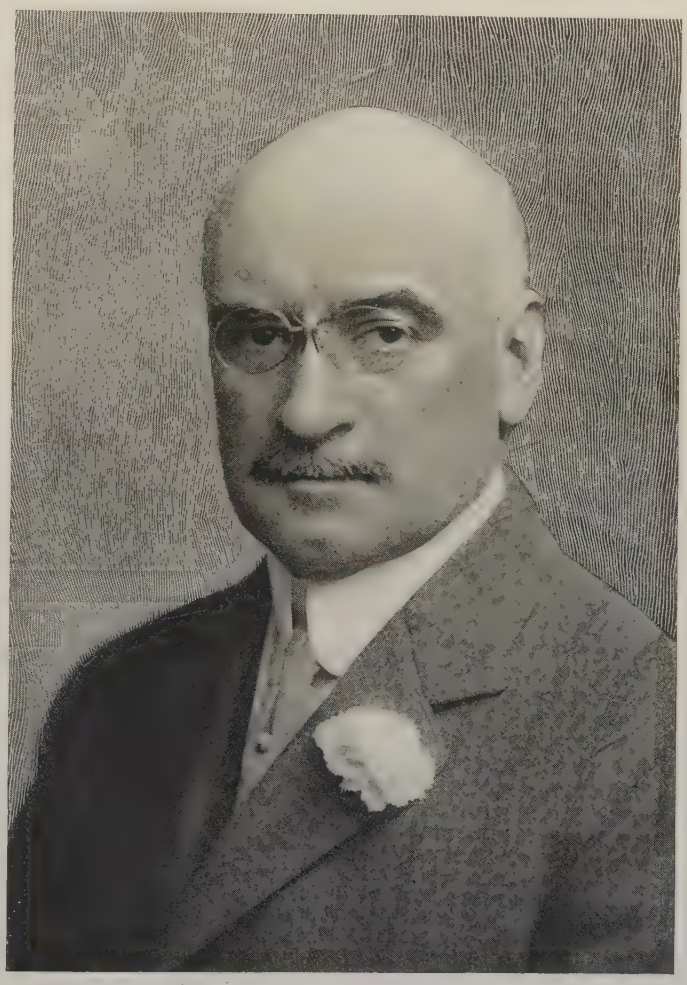
He was appointed and served as secretary of the interior of the United States during the first McKinley administration from 1897 to 1899, his term covering the entire period of the Spanish-American War and extending several months after the treaty of peace. His business experience and ability were of great value in that cabinet, which succeeded to power following years of panic and business depression, and after a campaign in which the issue of sound money was the dominant feature.

Mr. Bliss is a member of the Metropolitan Club, Century Association, Republican and Union League Clubs and was president of the latter five years; also member of the Metropolitan Club of Washington, D. C., and Jekyl Island Club of Georgia. He is also a contributing member of the National Academy of Design, the Metropolitan Museum of Art, the American Museum of Natural History, and is a member of the American Geographical Society, New York, and of the New England Society in New York.

Mr. Bliss married, in Boston, Massachusetts, March 30, 1859, Elizabeth Mary Plumer, and they have two children: Cornelius N. Bliss, Jr., and Lizzie Plumer Bliss.

ARTHUR GIBB, head of the great Brooklyn retail establishment of Frederick Loeser & Company, is the son of John and Harriet (Balsdon) Gibb and was born in Brooklyn, October 15, 1857. His father, one of the leading merchants of New York, came from Scotland in 1850. His mother was of English birth.

Mr. Gibb was educated at Adelphi College, Brooklyn, and when seventeen joined his father with Mills & Gibb, of which he is still a director. He went abroad for Mills & Gibb twice a year from the time he was twenty-two until 1897, when he became a partner in Frederick Loeser & Company, Brooklyn.

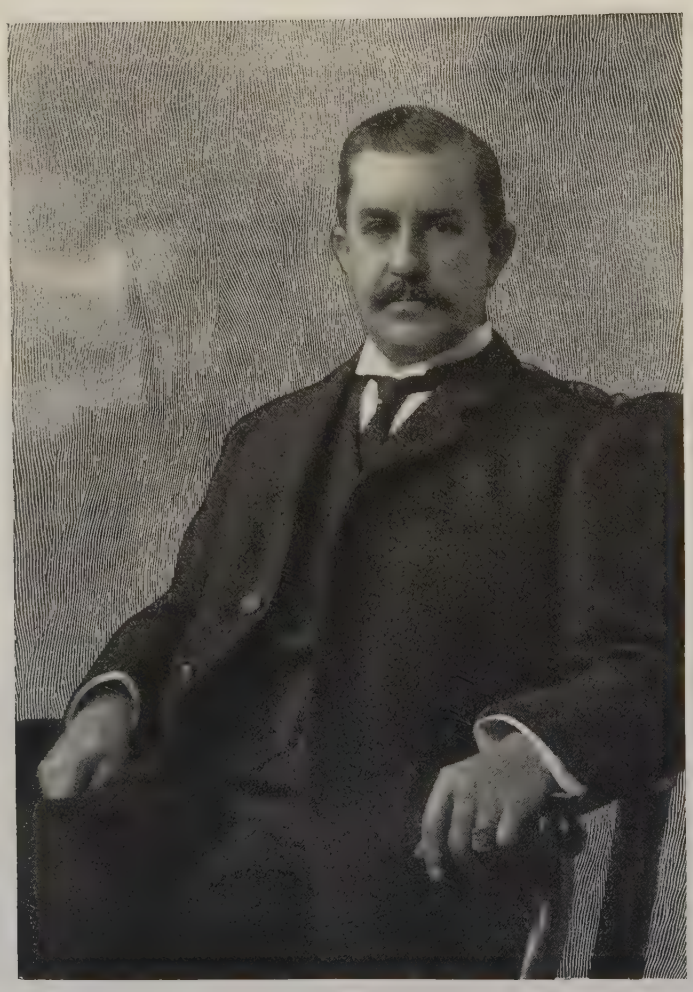


ARTHUR GIBB

Since 1905, he has been the head of that firm, which holds a leading place among the great department stores of the country. The great success of Frederick Loeser & Company is in largest degree due to Mr. Gibb's executive capacity, mercantile experience and singular ability to forecast trade conditions.

Mr. Gibb is a director of the New York Reciprocal Underwriters, the Thrift, etc.; a member of the Long Island Historical Society, the Metropolitan Museum of Art, the Union League Club, New York; the New York Yacht, Brooklyn, Nassau Country, and Riding and Driving Clubs, and Automobile Club of America. His favorite recreations are automobiling, golfing and yachting. He is an independent Republican.

Mr. Gibb's town house is at 14 East Fifty-fifth Street, and he has a country home at Glen Cove, L. I. He married, November 23, 1908, Emily Josephine Mathews.



HERMAN SIMON

HERMAN SIMON, who has a position of much distinction in the silk manufacturing interest, is a native of Frankfort on the Main, Germany, where he was born April 29, 1850, a son of Robert and Marie (Broell) Simon. His father was a tobacco merchant and cigar manufacturer, with business establishments in Frankfort on the Main and at Antwerp, Belgium. Two of his great-uncles, Charles and Joseph Simon, came to the United States in 1815, and became prominent dry goods merchants in Baltimore.

After a course in Hassel's Institute at Frankfort on the Main, Mr. Simon followed a technical course in the Royal Weaving School at Mülheim on the Rhine, thus acquiring a practical training which proved to be of the utmost value to him in his later business career. In 1868 he came to the United States and secured a position in the wholesale silk department of A. T. Stewart & Company, then located at the corner of Reade Street and Broadway. His brother Robert, two years his junior, who had received a technical education similar to that of his brother, and had specialized in silk weaving, came to America in 1870, and became superintendent of the silk mill of Benkard & Hutton, at West Hoboken, New Jersey.

In 1874 the brothers joined in establishing the silk manufacturing business ever since conducted under the style of R. & H. Simon, with a plant at Union Hill, which they made one of the most successful in the country and which has since been greatly expanded. In 1883 they established another plant at Easton, Pennsylvania, which is now even larger than the other, covering seven acres of ground. The brothers divided the responsibilities of management until the death of Mr. Robert Simon, July 26, 1901, since which time Mr. Herman Simon has conducted the business alone.

Mr. Simon possesses every qualification for success in this business which technical knowledge and years of experience can confer. The policy pursued in the management of the business has been based upon the maintenance of the highest attainable standard of excellence in products, and to this end the most improved machinery and most advanced processes have been introduced, inclusive of some covered by valuable American and European patents owned by the firm. The business has grown to be one of the largest in the country, and the two mills employ in the aggregate about two thousand six hundred persons. This great enterprise owes its prosperous upbuilding to Mr. Simon's personal supervision and high business standards.

In politics Mr. Simon is an active Republican, and he was elected in 1908 a presidential elector on the Taft and Sherman ticket from the Twenty-sixth Congressional District of Pennsylvania. He has residences at Easton, Pennsylvania, and at Union Hill, New Jersey. He is a member of the German Club of Hoboken, New Jersey; the Deutscher Verein, and National Arts Club of New York, and Pomfret Club of Easton.

P. R. EDUARD STOEHR

P. R. EDUARD STOEHR, the president of the Botany Worsted Mills, and one of the most successful textile manufacturers of America, is, like many others of the most representative business men of the country, a man of German nativity and lineage. He was born in Eisenach, Sachsen-Weimar, Germany, March 22, 1846.

From his boyhood days Mr. Stoehr has been continuously connected with the woolen and worsted goods industry, in which he was trained, with German thoroughness, in the leading establishments. There he devoted himself to a study of the best methods and processes, steadily advancing in knowledge and influence, and while still a young man gaining a position of considerable prominence in the woolen and worsted industry in the old country. In 1879 he founded an important enterprise in this line, which has been conducted successfully ever since and is now known as the Kammgarn-Spinnerei Stoehr & Company of Leipzig-Plagwitz, Germany.

Mr. Stoehr early became impressed with the superior opportunities which were offered by the United States for the transplantation, under conditions favorable to further development and improvement, of the methods of manufacture which have earned for Germany its precedence in the worsted and woolen goods industry, and he put his views into practical operation by establishing the Botany Worsted Mills, of which he has been president ever since incorporation.

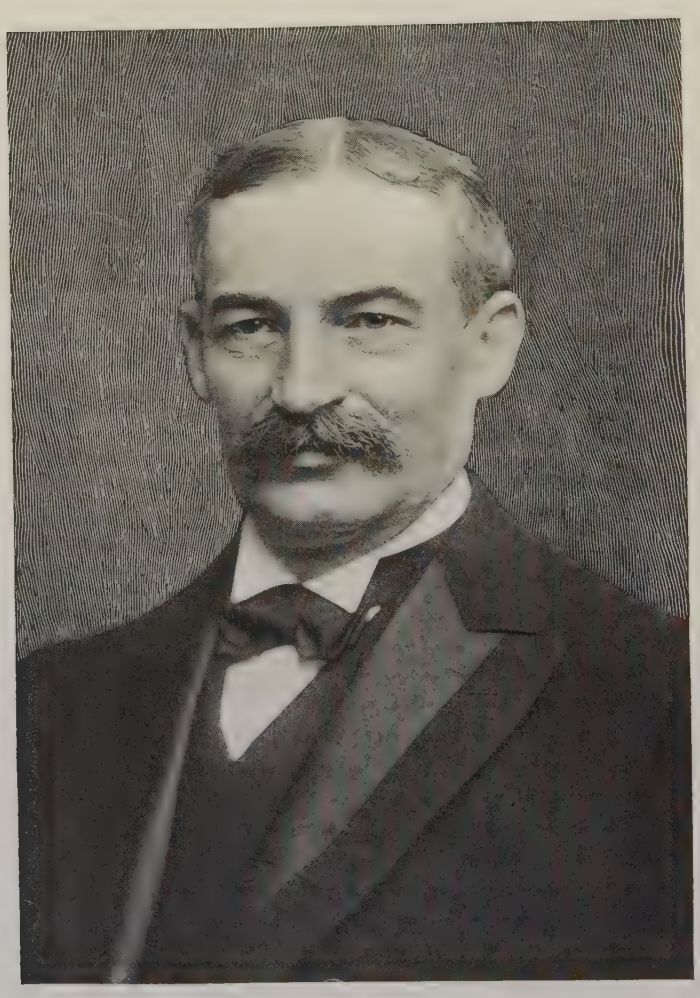
The Botany Worsted Mills were incorporated in May, 1889, with a capital of $1,100,000. From that time on the record of the company has been one of material advancement as the result of the use of the best equipment and the most improved processes of manufacture and methods of distribution.

The company owns a large plant located at Passaic, N. J., which is not only one of the most extensive and most admirably equipped in the country, occupying at this time about thirty acres of ground and giving employment to a force of more than five thousand people, but is as distinguished for the merit of its products as for its capacity for production.

The company's capital stock, which has been several times increased since its organization, now amounts to $3,600,000, fully paid in, without any mortgage bonds, and there is a reserve fund of $4,450,000.

The company manufactures fine worsted, dry-spun yarns and all kinds of woolen goods, the entire plant being operated by steam and electric power. The company have their New York salesrooms in the Fifth Avenue Building at the corner of Fifth Avenue and Twenty-third Street, and their products are sold directly to the retailers throughout the United States, and are known for uniformity of grade and high quality in their manufacture.

Mr. Stoehr has been a leader in the higher development of the worsted and woolen industry of the United States.



CHARLES LOUIS AUGER

CHARLES LOUIS AUGER, who occupies a position of much distinction among the representatives of the silk industry of the country, is a native of Philadelphia, Pennsylvania, in which city he was born September 26, 1860, being the son of Peter F. and Marie F. (Clement) Auger. His father, Peter F. Auger, was of French nativity, and had been engaged in the silk-weaving industry in France, coming from that country to the United States in 1860, a few months before the birth of his son.

Mr. Charles Louis Auger received a common and business school education. His father after coming to this country had engaged in business as a silk weaver, and his son had his efforts attracted in that direction and has been connected with the silk industry ever since leaving school. Beginning as a boy, he obtained a practical knowledge of the silk business in all its various departments, but especially of silk dyeing, and he has been actively engaged in business as a principal since 1884.

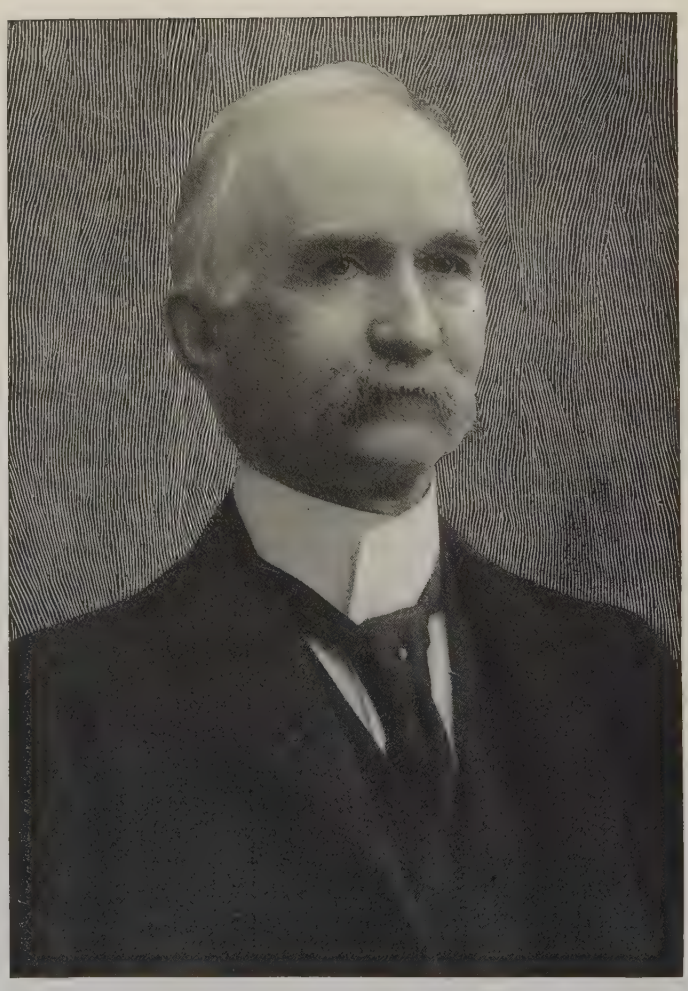
He is interested in various banks and financial, industrial and other companies, in several of which he is a director. He is also a director in the National Silk Dyeing Company, in which he has held the office of president since its organization in 1908. This is a consolidation of several of the most important silk-dyeing plants located in New Jersey, Pennsylvania and other sections of the country, in organization of which he played a prominent part. His business headquarters are in Paterson, New Jersey, and New York City.

Mr. Auger has enjoyed the advantages which come from extensive travels, which have covered the United States, Canada, and Mexico. He has also made several visits to various parts of Europe.

Mr. Auger enjoys pleasant social and business relations, is a member of the Automobile Club of America, and of other clubs in New York City; of the Hamilton Club of Paterson, New Jersey, the North Jersey and Arcola Country Clubs, Cercle Republicain of Paris, France, and the Society of Chemical Industry of London, England, and also of numerous other clubs, charitable associations, and societies of various kinds in America and Europe.

In his own special line of business effort as well as in the financial field, Mr. Auger has obtained a position of favorable prominence and the rank of a leader, demonstrating in his management of the large enterprise in his charge, not only advanced technical knowledge, but a high order of administrative executive, as well as financial ability.

He married, in Paterson, New Jersey, in June, 1881, Mary Mirandon, who died the following year, and in April, 1884, he was again married, to Emma Chadwick. Five children were born: Frank C., in February, 1885; Emma M. C., in April, 1887, who married Frank H. Powers, May 11, 1910; May C., in June, 1889; Charles L., Jr., in December, 1901, and Louis F., in January, 1905. There were no children from the first marriage.



SETH MELLEN MILLIKEN

SETH MELLEN MILLIKEN, dry goods commission merchant, was born in Poland, Maine, January 7, 1836, the fourth son of Josiah and Elizabeth (Freeman) Milliken, and descendant in the seventh generation from Hugh Milliken, who came from Scotland to Massachusetts in 1650. His father was born in Buckfield, Maine, and after his marriage lived in Poland, Maine, and carried on a farm, a tannery, and a lumber business.

Seth M. Milliken attended the public schools in Poland, followed by a year in the Academy in Hebron, Maine, then for a year was engaged in a flour mill at Minot, Maine, then one year in the Academy at Yarmouth, Maine, and later taught school at Mechanic Falls, Poland, Maine.

In May, 1856, when twenty years old, he began his mercantile career, opening a general store in Minot, Maine. Four years later he removed to Portland, Maine, and engaged with his brother-in-law, Daniel W. True, in the wholesale grocery business, under the firm name of True & Milliken. In 1865, in association with William Deering, he established the wholesale dry goods house of Deering, Milliken & Company, at Portland, and in 1866 he established the dry goods commission house under the same name in New York City. William Deering left the firm to engage in harvester manufacturing business in 1869, and since then Mr. Milliken has been head of the house.

Mr. Milliken is president of the Madison Woolen Company, Cowan Woolen Company, Farnsworth Company, and Pondicherry Company of Maine; Great Falls Woolen Company of New Hampshire, George W. Olney Woolen Company of Massachusetts, Lockhart Mills of South Carolina, Gainesville Cotton Mills of Georgia, and Dallas Manufacturing Company of Alabama; also a director of the Cascade Woolen Company, Forest Mills Company, Pacolet Manufacturing Company, Lockwood Company, Poland Paper Company and Worumbo Manufacturing Company, of Maine; Abbeville Cotton Mills, Darlington Manufacturing Company, Drayton Mills, Hartsville Cotton Mills, Laurens Cotton Mills, Mills Manufacturing Company, Monarch Cotton Mills, Reedy River Manufacturing Company, Spartan Mills and Whitney Manufacturing Company, of South Carolina; and the Saco and Pettee Machine Shop of Massachusetts. He is a trustee of the New York Life Insurance Company and the Bowery Savings Bank, and director of the Trust Company of America and the Fidelity Bank.

Mr. Milliken is an active Republican and has served as presidential elector; and he is a member of the Union League, Metropolitan, Merchants', Republican, Riding and Suburban Riding and Driving Clubs, the New England Society in New York, and Cumberland Club of Portland, Maine.

He married, in Dover, New Hampshire, in 1874, Margaret L. Hill, who died in 1882, and has three children: Seth M. Milliken, M.D., Gerrish H. Milliken, and Margaret L., wife of Harold L. Hatch.

STANLEY THAYER COZZENS

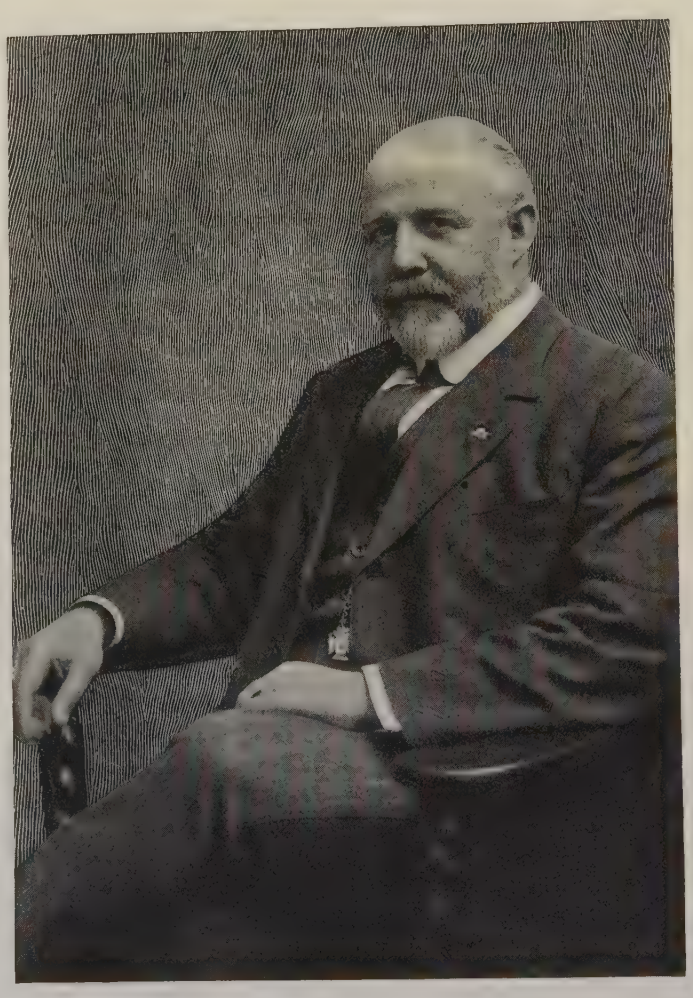
STANLEY THAYER COZZENS, who is now at the head of the extensive lace and embroidery house of Goldenberg Brothers & Company, is a native of New York City, born December 31, 1859, being the son of Sylvanus Thayer Cozzens, who was the proprietor of the Cozzens Hotel at West Point, New York, and his wife, Susan Allen (Wilson) Cozzens. On the paternal side he is of English descent through Leonard Cozzens, who came from England to America in 1648, and who was the ancestor of a large family, which has included many men who have made their mark in business and professional life. One of his descendants, well known in literary circles, was Frederic S. Cozzens, author of The Sparrowgrass Papers and other books, who was the first cousin of Sylvanus Thayer Cozzens, father of Stanley Thayer Cozzens. On the maternal side his ancestors lived in Belfast, Ireland.

Mr. Cozzens was educated in public and private schools until 1875, when he entered upon a business career in the old established dry goods house of Arnold, Constable & Company, with which he continued for seven years, becoming connected with the firm of Goldenberg Brothers & Company in 1886, in which house he has ever since continued, becoming the president of the firm in March, 1909, upon the retirement of Samuel L. Goldenberg, the former president, who has since lived abroad. The house of Goldenberg Brothers & Company holds a distinguished place among those representing their line in this market, being extensive importers of laces and embroideries from the leading manufacturing centres in those lines. Mr. Cozzens gives to the executive end of the business the benefit of his own practical experience with the result that the volume of trade of the company continues to increase with the years.

Since 1882, Mr. Cozzens has been an extensive traveler in foreign lands, chiefly on business, but also for recreation; and he has also become thoroughly acquainted, by visits to its various sections, with his own country. He is Republican in his political affiliation.

Mr. Cozzens served from 1880 to 1885 a full term in the Twenty-second Regiment of the National Guard of the State of New York. He is a member of the Chamber of Commerce of New York, the Union League Club, Aldine Club, Old Guard, Essex County Country Club of New Jersey, and the New England Society of East Orange, New Jersey. He has a city residence at 2 East Sixty-third Street, New York City, and a country place at 145 Harrison Street, East Orange, New Jersey.

Mr. Cozzens has been married twice, first in Ohio, August 4, 1885, to Margaret Harvey, who died in April, 1892, by whom he has a daughter, Marie Christine, born in 1887. Mr. Cozzens married again in New York City, June 4, 1901, Mrs. Sarah C. Sloane (born Sarah C. Harvey).



P. ROBERT G. SJÖSTRÖM

P. ROBERT G. SJÖSTRÖM, secretary and treasurer of the United States Worsted Company, is of Swedish birth and ancestry, the son of Ludwig and Maria Elizabeth (Norelius) Sjöström. He is of an excellent Swedish family on his father's side, his paternal great-gradfather having been well known in Swedish history as a large operator in copper, and a well-known public official, who entertained King Carl XIV Johan of Sweden on several notable occasions. His mother is a direct descendant of King Robert Bruce of Scotland. Mr. Sjöström's father, Ludvig Sjöström, was a textile manufacturer, chemist and dyer. He came with his family from Sweden to Canada in 1867, and in 1881 to the United States, becoming prominent in the textile interests of the country; and he organized and developed the Lawrence Dye Works and Finishing Company. With his wife he now lives on his estate in Miami, Florida. Their family consists of eight children, five sons and three daughters, all living and all married.

Mr. P. Robert G. Sjöström attended school in Sweden from five years of age until eight years of age, coming to Sherbrooke, Quebec, Canada, in 1867. He attended the Sherbrooke Academy, and private classes, and at the age of fourteen he entered upon a full technical and practical course in woolen manufacturing. At the age of eighteen he entered a law office, and matriculated as a law student in McGill University at Montreal, from which famous institution he was graduated at the age of twenty-one with the degree of Bachelor of Civil Laws, and with first-rank honors in the class of 1881. He was admitted to the bar in the Province of Quebec, Canada, in 1881.

Coming to Lawrence, Massachusetts, he entered a law office in that city, but in 1882 took a position as private secretary in the banking house of Winslow, Lanier & Company, of New York, and in the following year took charge as office and credit manager of a large importing firm engaged in trade in laces and embroideries. He later became vice president and general manager of a large manufacturing company in New York, and after that for twelve years treasurer of the Lawrence Dye Works Company at Lawrence, Massachusetts; secretary and treasurer of the Patchogue Manufacturing Company of Patchogue, Long Island, and secretary and treasurer of the United States Worsted Company of New York, all of which positions he still occupies. He is also treasurer of the North American Fruit Company; director of the Atlantic National Bank, Providence, Rhode Island, and president of the Hungarian-American Bank of New York.

Mr. Sjöström, during his twenty-six years of residence in New York, has displayed extraordinary skill as a business organizer and financial manager, being an expert stenographer and accountant, and an inventor of many advanced methods in accounting, whereby he has the happy faculty of being able to manage at one and the same time as many as eight different business

establishments in the capacity of treasurer. By a system all his own, concentrated reports of every phase of each business, showing the status of each day, are furnished daily, and from these reports, instructions are given, actions taken, and arrangements made, so that the business of each independent concern runs along smoothly, as well financially as physically, and the strenuous ability and energy thus employed is evidenced by the marked success of all the companies managed.

Mr. Sjöström is at present actively engaged in developing and managing the United States Worsted Company at 100 Fifth Avenue, one of the leading textile corporations of this country, with a capital of six million dollars, operating five large mills, manufacturing high-grade woolen and worsted factories.

The United States Worsted Company has developed from the Lawrence Dye Works of Lawrence, Massachusetts, founded by Ludvig Sjöström, and built up by him and his family to a position of great success and satisfactory development. The capacity of these works is being largely increased, and closely connected are the Iroquois Mills at Saugus, Massachusetts, which operate 150 looms; the Musketaquid Mills, at Lowell, Massachusetts, with a newly installed equipment of 200 looms; the Tinkham Mills at Harrisville, Rhode Island, with 225 looms; and the company have a new plant nearing completion at Lawrence, Massachusetts, with a capacity of 600 looms. Controlling these large plants with established outlets for their products, and with their unsurpassed ability and experience of management, the United States Worsted Company has taken an enviable position in the textile industries of the country.

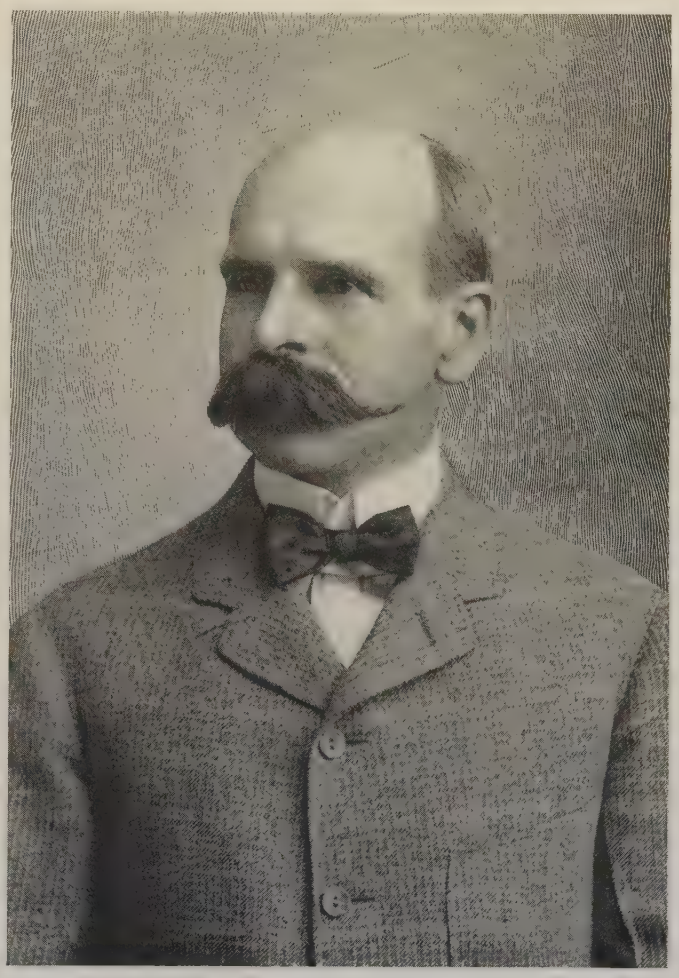
Mr. Sjöström is a Republican in politics, and has been active in custom house and tariff matters for many years, and he served as a member of the Board of Education of Westfield, New Jersey, from 1904 to 1907.

He has also been prominent in church affairs, was treasurer and trustee of the Park Methodist Episcopal Church of Elizabeth, New Jersey, from 1892 to 1897, and president of the Elizabeth District (New Jersey) Epworth League in 1901-1902. He is a thirty-third degree Mason, and a member of Mecca Temple of the Mystic Shrine, and is also a member of the Aldine Club, the Merchants' Central Club, Masonic Club, Canadian Society of New York, the New York Swedish Chamber of Commerce, and Manhattan Chess Club. His city residence is at the Hotel Endicott, and he has a country place at New Rochelle, New York.

Mr. Sjöström married, in Elizabeth, New Jersey, June 21, 1883, Emma Irene Wright, and they have three children: Mary Elizabeth Irene, born September 10, 1885; Paul R. G., born January 21, 1888; and Carl Reginald, born December 29, 1892.

JOSEPH H. EMERY, now president and general manager of the great dry goods house of Lord & Taylor, was born in Dover, New Hampshire, the son of Joseph Huntress and Rebecca Caroline (Hill) Emery. He is of an old New England family, descended from John and Anthony Emery, brothers, who came from Romsey, England, arrived in Boston in 1635, and soon afterward settled at Newbury, Massachusetts.

Mr. Emery was graduated from the high school at Portsmouth, New Hampshire, in 1877. His first employment was as a newsboy and he was afterward errand boy in a dry goods store. He came to New York, August 15, 1878, and entered the employ of Lord & Taylor as a stock clerk. He afterward filled many positions in the house, became a traveling salesman, department manager and, when the business was incorporated, was elected secretary. After the death of Mr. Hatch, who had been president, he succeeded to the executive charge of the business as chairman of the Executive Committee, and on July 12, 1910, was elected president of the corporation and is now in full charge of its affairs.



JOSEPH H. EMERY

Mr. Emery is an active Republican and is a member of the Executive Committee of the Republican Club of New York; has served in the Twenty-second Regiment of the National Guard, and is a thirty-second degree Mason; also member of the Union League and Aldine Clubs, the Chamber of Commerce, and the New England Society in New York.

Mr. Emery was married, in New York City, on July 6, 1889, to Fannie Adele Constant.

EDWARD HENRY CLIFT, of the firm of Clift & Goodrich, commission merchants in knit underwear, was born in Philadelphia, November 18, 1851, son of Edward and Martha T. (Herring) Clift. He is of an old American family, on his father's side of English Quaker and Dutch origin, and maternally of English, French and Irish descent.

He was educated in private schools and by special tutors, and after leaving school was trained commercially through the various financial and merchandising departments of the business in which he is now engaged, and in 1891 he became associated in the formation of the firm of Critten, Clift & Company, which continued until June 1, 1908, when, because of the death of Mr. DeFrees Critten, who had died November 29, 1907, the present firm of Clift & Goodrich was organized and has since conducted an extensive business as commission merchants in knit underwear at 74 Leonard Street, with branches in Chicago, Philadelphia and Boston, and are considered one of the leading factors in their line.

EDWARD HENRY CLIFT

Mr. Clift is a Republican in his political affiliations, and is especially a firm supporter of the Republican doctrine of the protection of American industries; and he is a member of the Executive Committee of the American Portective Tariff League of New York.

He is a member of the Union League Club, the Merchants' Club, and New York Riding Club, and also of the Pennsylvania Society of New York City.

EDWARD ISMON GOODRICH, who has for years been a leader in the underwear business in New York, was born at Grand Rapids, Michigan, August 13, 1861, the son of Philip M. and Betsey (Ismon) Goodrich, and is of English descent. His father was a hardware merchant in Grand Rapids.

Mr. Goodrich was educated in a public school at Grand Rapids, and in 1883 entered the employ of W. H. & A. D. Rowe, of Troy, New York, in the underwear business, and in 1896 became a partner in that firm. On June 20, 1898, he started in the underwear business on his own account, and June 1, 1908, he joined his business with that of E. H. Clift, at 74 Leonard Street, New York City, where they conduct business as commission merchants under the firm name of Clift & Goodrich, and are recognized as one of the leading houses in the knit underwear trade.

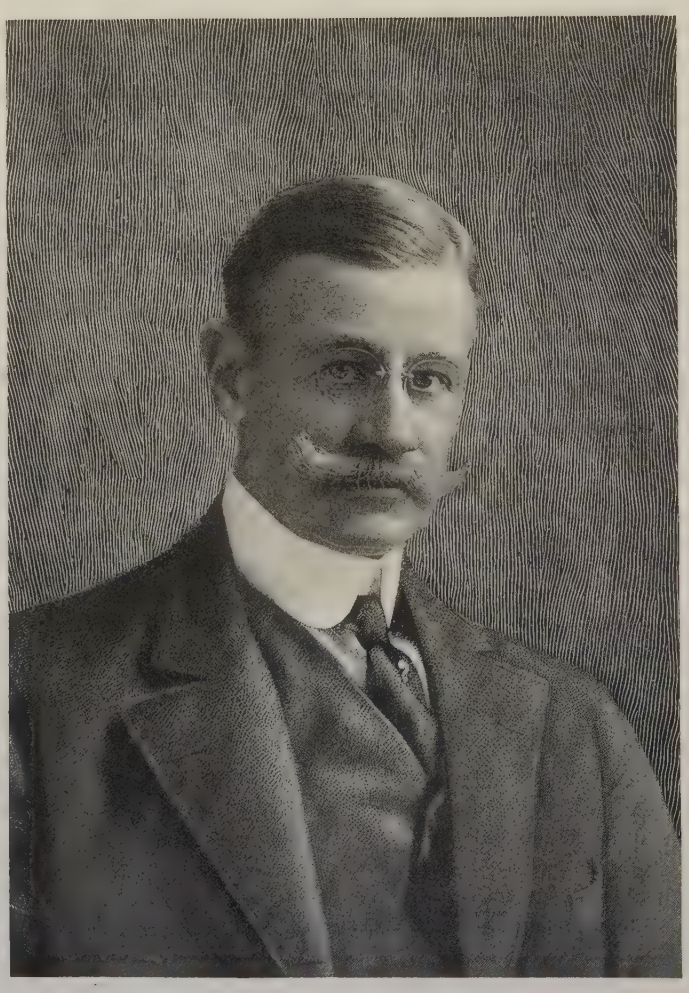
EDWARD ISMON GOODRICH

Mr. Goodrich having devoted practically all his life since attaining manhood to the underwear business, has become recognized as one of the leading experts and best informed merchants in that department of commercial activity.

Mr. Goodrich is a Republican, but he has never given much of his time to politics or public life, and never held a public office.

He is a member of the Union League Club, the Merchants' Club, and the New York Riding Club.

He married, at Big Rapids, Michigan, June 30, 1882, Lillie Bell Stickney, and they have a daughter, Irene Goodrich.



JOSEPH H. WRIGHT

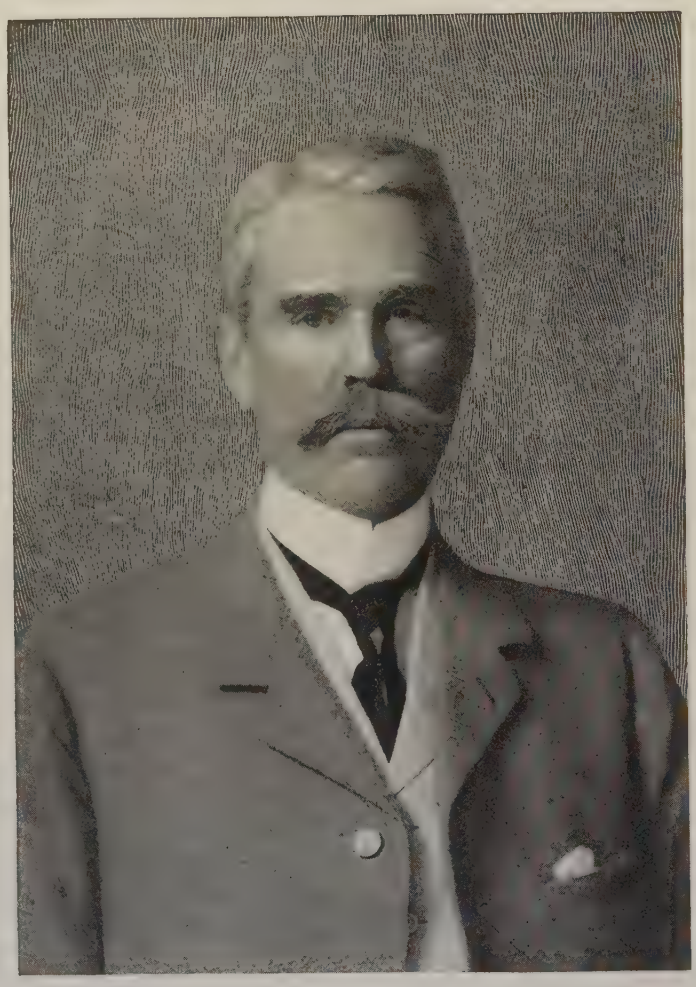
JOSEPH H. WRIGHT, president of the United States Finishing Company, is a native of Paterson, N. J., where he was born April 16, 1853, being the son of James and Mary (Foote) Wright. His father, who was born in Scotland, in 1829, was a master mechanic of such expert skill that he was frequently called upon, from all parts of the country, to give his opinion upon mechanical matters. He died January 11, 1908.

Joseph H. Wright was educated in the public schools of Paterson until he was twelve years old, when he entered, as a boy, the employ of F. C. Van Dyke & Company, dry goods dealers, with whom he became a clerk, and remained with that firm for about six years. He then connected himself with the Reid & Barry Company, conducting the Dundee Dye and Print Works at Passaic, beginning in a minor position and by energetic, faithful and efficient service winning his way, until he became secretary of the company, and upon the death of William I. Barry, in 1895, he succeeded him as treasurer and general superintendent. In 1897 the company, with the Norwich (Conn.) Bleaching, Dyeing and Printing Company and the Dunnell Manufacturing Company of Pawtucket, R. I., were merged into one corporation under the style of the United States Finishing Company, with a capital of $2,000,000 preferred and $1,000,000 common stock. The active management of the new company was placed in the hands of Mr. Wright from the first, though Mr. William W. Dunnell was chosen president and held the office until October, 1900, when he retired, Mr. Wright becoming president and general manager.

In May, 1901, the Sterling (Conn.) Dyeing and Finishing Company was acquired by the company, making a valuable addition to its resources and facilities, and the Silver Springs Bleaching and Dyeing Company, of Providence, R. I., was also added to the United States Finishing Company, which, thus augmented, has become one of the largest enterprises in the line of bleaching, dyeing and finishing in the world. Under the management of Mr. Wright, new mills, machinery and equipment have been added, the plant has been brought to a high degree of perfection, while the capital stock was increased by $600,000, and a surplus of $2,000,000 has been accumulated. Mr. Wright is regarded as the leader in the finishing business in this country.

He is also president of the Apponaug Company, at Apponaug, R. I., the Queen Dyeing Company, Providence, R. I., and the Biddell & Bogart Painters' Supply Company; a director of the Chatham National Bank of New York, the Hobart Trust Company of Passaic, and the First Mortgage, Title and Insurance Company of New Jersey.

He is a member of the Union League and Merchants' Clubs of New York, and the Hope Club of Providence, R. I. He married Emily Pelton, in 1881, and they have two children, William Pelton and Marie Louise (now Mrs. Ralph M. Robins).



HENRY STANTON CHAPMAN

HENRY STANTON CHAPMAN, president of The Arlington Company, was born in Huntington, Mass., December 22, 1837, being the son of Hiram and Fannie (Stanton) Chapman.

On his father's side he comes from an English family of Chapmans, transplanted in New England in the Seventeenth Century, his grandfather, Jedidiah Chapman, being born in New England. In the maternal line he is a direct descendant from Thomas Stanton, born at Rodway in England, who came to America in the early part of the Seventeenth Century. He was not only a successful trader in furs, dealing with the Indians of New England and New York, but possessed a thorough knowledge of the Mohawk and other principal Indian languages of these colonies, so that he became recognized as the best practical master of these languages among the colonists. He was therefore appointed, and served for many years Interpreter-General of the Colonies. He married Ann, daughter of Thomas Lord, and he and his wife were among the founders of Hartford, Conn., and their descendants have figured in an honorable and constructive way in the nation's advancement.

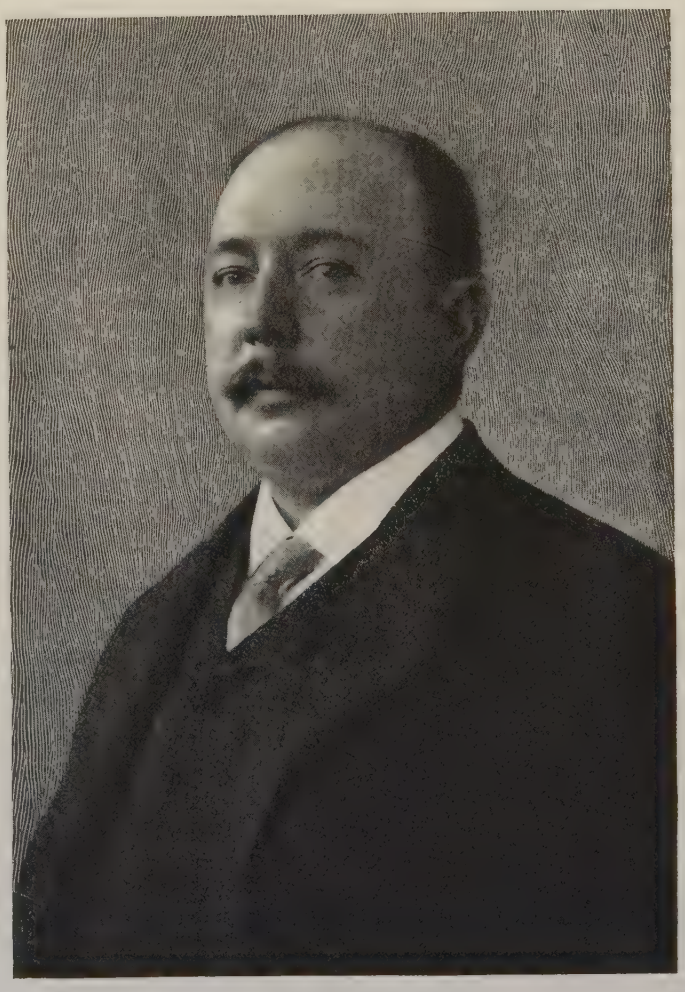
Mr. Chapman received his education in local schools and academy at his birthplace until he was eighteen years old, when he went to Dutchess County, New York, and began his business career by securing employment in a drug store, of which he became one of two proprietors. The business grew and a large trade was built up at wholesale and retail, but finally he sold out and for years was actively identified with iron-mining interests in Dutchess County.

Thence he came to New York City and organized The Arlington Company, of which he is president, and which has a very large and complete manufacturing plant at Arlington, N. J., turning out enormous quantities of fine goods, including combs, brushes, mirrors, fancy goods, sheeting, collars and cuffs, etc., of superior composition, manufacture and finish, these products under their trade-mark "Pyralin" or "Celluloid," enjoying not only a national, but also an international reputation and demand.

He has also made extensive and judicious investments in real estate in Glen Ridge, N. J., and elsewhere. He is also a director and officer in other corporations, chiefly subsidiary or auxiliary to The Arlington Company. He is Republican in politics, and has been a member of the Court of Appeals to regulate taxes and assessments in the Borough of Glen Ridge, N. J., where his attractive home, "Sunny Crest," is located.

He is a member of the Republican and Merchants Central Clubs of New York City, and of the Glen Ridge Club and Glen Ridge Golf Club.

Mr. Chapman married first in March, 1873, Jennie Brewster, a descendant from Elder William Brewster of the Mayflower. She died in 1883, leaving a son, Charles Brewster Chapman. In September, 1887, he remarried, his wife having been Miss Emily M. Payne, of Poughkeepsie, N. Y.



C. JULIUS FORSTMANN

C. JULIUS FORSTMANN, president of the Forstmann & Huffmann Company, of Passaic, New Jersey, was born at Werden on the Ruhr, Rhenish Prussia, March 22, 1871. He attended schools at Düsseldorf and Duisburg, Germany, and after leaving school spent several years in Germany, England and France, studying the theory and practice of woolen manufacturing in all its stages, as well as the marketing of woolen goods in different countries.

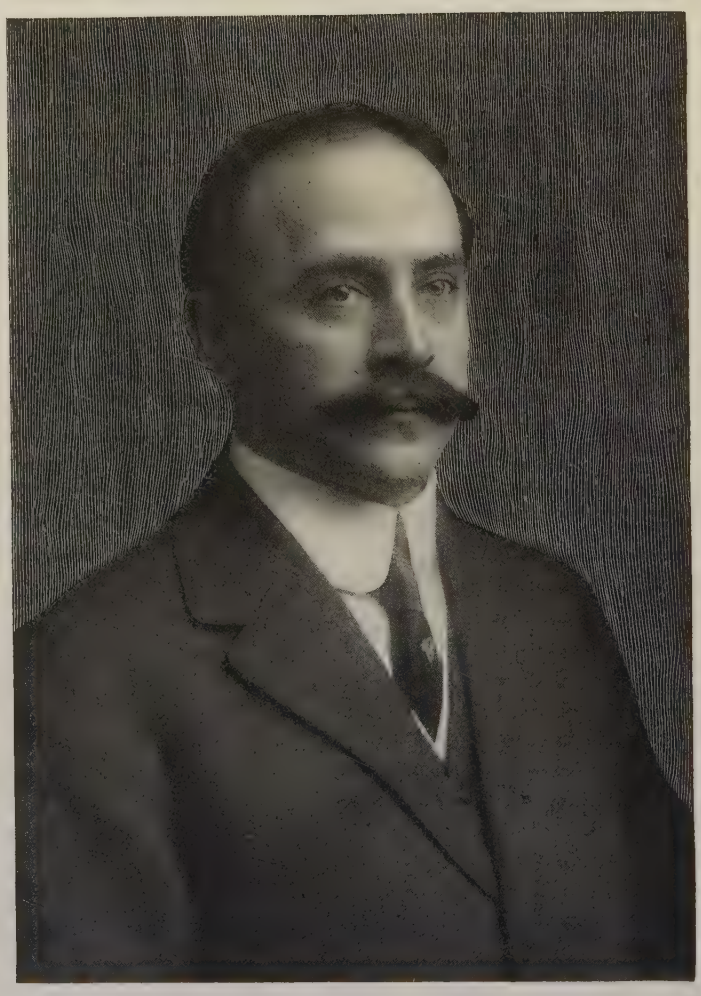
Upon the completion of these studies Mr. Forstmann entered, and is still a partner of, the firm of Forstmann & Huffmann at Werden on the Ruhr, established by his great-grandfather in 1803, and ranking among the foremost manufacturers of high-grade woolens in Germany. His family has been uninterruptedly engaged in the business of woolen manufacturing in Germany for seven generations.

Mr. Forstmann also traveled extensively and made two trips around the world for the special purpose of studying the wool industry and trade, visiting all the principal countries of Europe, the United States, India, China, Japan and Australia.

He was a member of the Essen Chamber of Commerce, one of the leading German Chambers, in which district are included such important interests as the Krupp Works, the Coal Syndicate, and other large industrial enterprises; and he was also a member of the Board of Directors of several financial and industrial institutions in Germany, from all of which he resigned in 1904, when, after several lengthy visits to the United States and a careful study of the business conditions in this country, he came here with the express object of founding the Forstmann & Huffmann Company, located at Passaic, New Jersey, an undertaking which has duplicated the success attained in Germany by the old firm.

Building of the plant was begun in Passaic in 1904 and in the fall of 1905 the mill commenced operations. From the outset the enterprise was extremely successful and has steadily grown until it now occupies large plants in Passaic and Garfield, employing twenty-five hundred people and with every prospect of still further extending its activities. Controlling the entire processes of woolen and worsted manufacture—buying the wool in the primary markets, spinning the yarn and weaving, dyeing and finishing the cloth in its own mills—the company has succeeded in turning out fabrics of the finest quality, recognized as equal in all respects to the best imported goods and fully sustaining the reputation enjoyed for over a century by the parent firm in Germany.

Mr. Forstmann married, in 1902, Miss A. Lynen, of Biebrich-am-Rhein, and they have a family of four boys. Since coming to America Mr. Forstmann has resided with his family in Passaic, New Jersey.



HEINRICH ERNST SCHNIEWIND, JR.

HEINRICH ERNST SCHNIEWIND, Jr., is a member of a distinguished German family of silk manufacturers who through several generations have successfully prosecuted the industry in their native land, and through him as their representative have taken a position of prominence in the same line of industry in the United States.

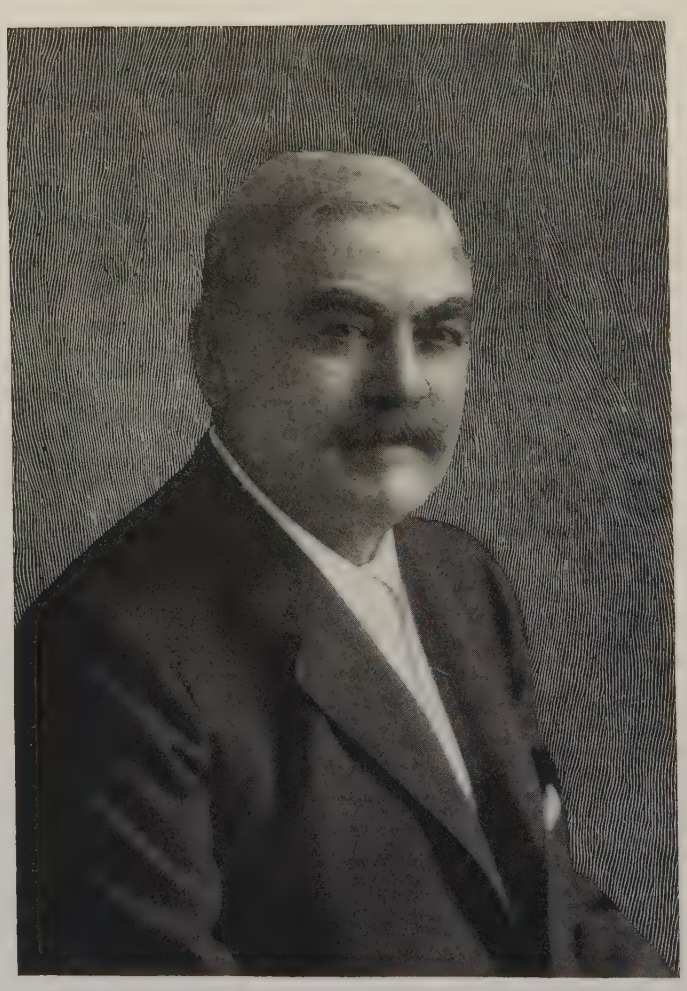
He was born in Elberfeld, Germany, January 21, 1869, the son of Heinrich and Maria (Bredt) Schniewind. His father is a silk manufacturer, and a partner in the house of H. E. Schniewind, of Elberfeld, Germany, where it has been engaged with success in that line of production ever since 1794.

Heinrich Ernst Schniewind, Jr., received a sound and thorough education in the gymnasium of his native city, his scholastic training being directed with special reference to preparation for an efficient and successful participation in the family business, and after the completion of his studies in the gymnasium he at once entered upon his commercial training in the firm of H. E. Schniewind, in Elberfeld, which he pursued with the thoroughness that is so characteristic of the business houses of that great commercial and industrial country. As the operations of the firm are international, it was necessary that besides full training in all the activities of the main house, he should also participate in the work of the branch establishments of the firm. With this in view Mr. Schniewind spent, consecutively, a year in London, half a year in Paris, and one year in Lyons, France, in the branches maintained by his firm, and one and a half years in New York. Mr. Schniewind learned the usage of the silk trade in these several markets, and greatly added to his practical equipment and capacity for usefulness to the house, and he became a member of the firm of H. E. Schniewind, at Elberfeld, July 1, 1895.

His investigations in New York had led him and his firm to determine upon the establishing in this country of an American branch of the business of H. E. Schniewind, and he came to this country after his admission to the firm and established an office in New York (now at 18 West Eighteenth Street), securing a manufacturing plant and establishing, in November, 1895, the American branch of the firm as an independently organized but closely allied enterprise, under the name of the Susquehanna Silk Mills, of which corporation he is president, treasurer, manager and a director. Mr. Schniewind personally directs the business with excellent executive ability.

He is a Republican in politics; is a member of the Society of Chemical Industry, a member of the Aldine Association, the Union League, Deutscher Verein, and Merchants' Club, of New York, and of the Casino of Belle Haven, Greenwich, Connecticut. His town house is at 8 East Seventy-ninth Street, and his country place at Greenwich, Connecticut.

He married, at College Point, Long Island, August 23, 1899, Helen Greeff, and has five children: Helen, Margaret, Emily, Henry and Ethel.



JACOB WEIDMANN

JACOB WEIDMANN, whose career of many years in the silk-dyeing business in Europe and America earned him a place of special distinction in that important industry, is a native of Thalweil, Switzerland, where he was born March 22, 1845, the son of Frederick and Esther (Schaeppi) Weidmann.

After elementary training at home he attended, for a four-years course, the boarding and preparatory school conducted by Otto Huni, at Horgen, Canton Zurich, Switzerland. His father was a silk dyer and Mr. Weidmann, on leaving school, devoted himself to a thorough and complete study of the same profession. In 1867 he came from Switzerland to this country, and became one of those who aided in the most effective and practical way in the upbuilding, in this country, of the silk industry.

Although the culture and manufacture of silk in this country began in Colonial times as a home industry, and in the first half of the Nineteenth Century many factories were established in Connecticut, Massachusetts and New Jersey, it was not until after the Civil War that the industry became important. The services of several European experts who came to the country about that time were of special value, because of the higher development of the arts of dyeing and finishing of silk fabrics which had been attained in those countries.

Mr. Weidmann started in the silk-dyeing business in Paterson, New Jersey, in 1870, and he developed it until, under the name of the Jacob Weidmann Silk Dyeing Company, the plant became the largest individual silk-dyeing plant in the United States. His success was achieved by his untiring personal supervision over the business and by his adherence to the highest standards of workmanship and the most advanced process known to the industry. Mr. Weidmann retired from business, selling his plant to a French company in 1909. During his nearly forty years' connection with that industry in Paterson, he saw it grow to great proportions and contributed in the largest degree to that growth and to the improvement which has made the production of domestic silks one of the most important branches of American textile manufactures. His complete knowledge of the technical processes and details, his business and executive ability and his enterprising methods, brought him a success which was fully and fairly earned.

Mr. Weidmann married, in South Manchester, Connecticut, in 1869, Ellenor Cheney. They have a daughter, Esther Weidmann, who is now the wife of Roberto Züst. Mr. Weidmann resides in Paterson, New Jersey.

He is a member of the Union League, Merchants', Central and Swiss Clubs, of New York; the Hamilton and North Jersey Country Clubs, of Paterson, New Jersey; and the Princess Anne, Pocahontas, Blooming Grove, Amabelish, and Spesutia Island Hunting and Fishing Clubs.

CHARLES C. COPELAND

CHARLES C. COPELAND, senior member of the firm of Charles C. Copeland & Company, manufacturers and commission merchants in dry goods, was born in Memphis, Tennessee, August 21, 1859, the son of Francis M. and Elizabeth V. (Woodson) Copeland. The family is of English origin, transplanted in America about 1690. His father was engaged in business in Memphis, Tennessee, before the Civil War, as a member of Copeland & Edmonds, wholesale cotton factors and dealers in general merchandise. He was an officer in the Confederate Army, and after the war removed North with his family.

Mr. Charles C. Copeland was educated, with the idea of training for the legal profession, in the College of the City of New York, but since 1879 has been engaged in the dry goods business, ultimately becoming the head of the prominent and successful firm of Charles C. Copeland & Company, manufacturers and commission merchants.

Mr. Copeland has given much attention to the study and investigation of economic subjects, and has contributed valuable papers, notably in the First of January issue, for several years, of the Journal of Commerce, of New York, containing a yearly analysis of business conditions and business topics. Among the subjects discussed in these papers have been those of "Tariff Commission," "Gold Inflation," "Interference with the Laws of Supply and Demand," etc. He originated the bill to create a State Department of Commerce and Industry, and he has been prominently identified with many important economic movements. He was chairman of the New York delegation of the Board of Trade and Transportation to the Indianapolis Tariff Commission Convention; has served as chairman of the Committee on Commerce and Transportation of the Manufacturers' Association of New York; was a delegate to the New York State Water Ways Convention of 1910, representing New York City; delegate to the National Rivers and Harbors Convention at Washington, D. C., 1910, as representative of New York State, under appointment of Governor Charles E. Hughes, and representing the Manufacturers' Association; was a delegate to the Fort Wayne Convention on the Michigan and Erie Canal project. He was also appointed on the Citizens' Committee of the Hudson-Fulton Celebration.

Mr. Copeland is a member of the Chamber of Commerce of the State of New York, the Board of Trade and Transportation, Manufacturers' Association of New York, Academy of Political Science, Montauk Club, Red Bank Yacht Club, and City Club of East Orange, New Jersey.

He married, in East Orange, New Jersey, May 26, 1891, Susan Wiley Baker, and they have five children: Ashfield, Marion W., Carroll Pray, Francis Tuttle, and Katharine Copeland.

LOUIS SIEGBERT, senior member of the firm of Louis Siegbert & Brother, cotton converters, was born in Prairie du Chien, Wisconsin, January 12, 1864, the son of Henry and Mariana Siegbert. He is of German descent in both the paternal and maternal lines, his father, Henry Siegbert, having come, in 1840, from Germany to the United States, and having been for many years successfully engaged in mercantile business.

LOUIS SIEGBERT

Louis Siegbert received his education in the public schools, and upon completing his school work he entered upon a business career, first in a preparatory way in various positions which gave him a training for the active and responsible commercial career upon which he was later to enter. In 1890, with his brothers Samuel and Julius Siegbert, he organized the firm of Louis Siegbert & Brothers, cotton converters, to which he has since devoted an executive supervision so thoroughly efficient that the firm has taken a place in the front rank of the industry with which it is identified. Mr. Samuel Siegbert, of the original firm, is now deceased and the house is now composed of the other two original members, and there has been a steady development in the trade of the house, due to its thoroughly demonstrated ability to meet every requirement of the business, and the experience and efficiency of its management. The office is at 114-120 Greene Street.

Mr. Siegbert is a Republican in political views, though his activities are not to any large degree political. He lives at the Hotel Gotham, and in summer at Long Branch, New Jersey.

WILLIAM I. SPIEGELBERG, of L. Spiegelberg & Sons, cotton goods merchants, was born in Santa Fé, New Mexico, October 8, 1863, the son of Levi and Betty Spiegelberg. His father was of the firm of Spiegelberg Brothers, leading merchants and bankers of Santa Fé, and afterward established the firm of L. Spiegelberg & Sons, in New York.

William I. Spiegelberg was educated in public schools and the Columbia Grammar School in New York, and in the Weaving and Technical School of Mülheim on the Rhine, Germany. He afterward engaged in banking with a leading house at Frankfort on the Main. In 1887, with Levi and Charles S. Spiegelberg he founded the firm of L. Spiegelberg & Sons, New York, and in that relation he has earned a prominent place among the representative merchants of the city.

WILLIAM I. SPIEGELBERG

He is a member of the Board of Ambulance Service of the City of New York; president of the Sydenham Post-Graduate Course and Hospital and Training School for Nurses; is a trustee of Temple Emanu-El and of the Hebrew Orphan Asylum, and a director of the Night and Day Bank. He is a member of the Chamber of Commerce of the State of New York and of the Harmonie Club.

He married, in New York City, April 19, 1897, Beulah V. Guggenheim, oldest daughter of Isaac Guggenheim, head of the mining and smelting firm of M. Guggenheim & Sons, and niece of Senator Guggenheim, of Colorado. He has two children: Marjorie Betty Spiegelberg and William I. Spiegelberg, Jr.

JOHN B. KEPNER

JOHN B. KEPNER is one of the most successful of the younger group of merchants identified with the dry goods interest in New York City. He was born in Philadelphia, July 15, 1880, and completed his schooling after having qualified for the first year at the University of Pennsylvania. His tastes led him toward a business career, and in order to make adequate preparation he obtained a position as clerk in one of the pioneer dry goods commission houses of Philadelphia. In that establishment he secured a thorough training in the principles of the business, and a knowledge of the trade in its technical and practical details, which constituted a complete preparation for the larger activities of his later business career.

When the Philadelphia firm retired from business, Mr. Kepner came to New York City and took charge of the cotton goods department of one of the most prominent dry goods commission houses in this market. After conducting that department for some time, Mr. Kepner interested some capitalists in the launching of a new enterprise in the cotton goods trade, which, under the firm name of the F. C. Schwab Company, began business on February 1, 1905, at 350 Broadway. The firm was successful, and from the start enjoyed a steadily enlarging business under Mr. Kepner's successful guidance, and on June 1, 1906, the name of the copartnership was changed to the Schwab-Kepner Company. The firm thus designated was on February 1, 1908, changed to an incorporation under the laws of the State of New Jersey, with the same title, Mr. Kepner acquiring practically all of the capital stock of the company.

The expansion of the business which followed was so marked that the original quarters of the company became totally inadequate for the greatly augmented business of the company and made a removal absolutely imperative. Therefore, on May 1, 1909, the company removed to the premises at 66 to 70 Leonard Street, corner of Church Street, where they occupy one of the most prominent locations in the trade, with every facility for the convenient transaction of business. The company's relations with the leading mills at home and abroad are such that they are enabled to meet the demands of their trade in this city and the country at large with the utmost promptness; and the list of their customers includes many of the most important business houses in the dry goods trade here and elsewhere.

Mr. Kepner personally has a wide acquaintance with the leaders in the cotton goods trade of the country, and his commercial standing is of the highest. His success is the result of his own well-directed efforts, and of his adherence in all his dealings to correct and conservative business principles, coupled with an enterprising promptness and intelligent appreciation of the needs of customers.

Mr. Kepner's city home is at the Hotel Astor, while his country residence is at Cranford, N. J., where he usually makes his summer home.

WILLIAM MCKENZIE

WILLIAM McKENZIE, who has gained, as head of the successful Standard Bleachery Company, a position among the leaders in the bleaching, dyeing and finishing industry, is a native of Scotland, born in Glasgow on August 22, 1841. He received a sound education in the public schools of that city, and came to the United States as a young man.

From 1866 to 1884 Mr. McKenzie was at Norwich, Connecticut, with the Norwich Bleachery, and there obtained that thoroughness of practical and technical knowledge which has made him one of the foremost experts in that industry. After his eighteen years with that establishment he was for a year with the Dunnell Manufacturing Company, of Pawtucket, Rhode Island.

In 1885 Mr. McKenzie formed a partnership and acquired the Boiling Springs Bleachery at Carlton Hill, New Jersey, a property which had gone through various troubles under different managements, and which had practically been abandoned. Its condition called for great skill to give it new life, but Mr. McKenzie, fortunately, had all the qualifications for the task. It was renamed the Standard Bleachery, and for years Mr. McKenzie devoted his entire energy, executive ability and technical skill to building up the business. The enterprise was incorporated in 1896, as the Standard Bleachery Company, its success having been assured for several years before, and Mr. McKenzie became its president. Since 1905 Mr. McKenzie and his sons have been the sole owners of the property. It has so developed under his executive supervision that it now holds a place in the esteem of the trade corresponding with the magnitude of its facilities and the volume of its output.

The plant of the Standard Bleachery at Carlton Hill covers over twelve acres and the company operates the largest works in its particular line of any bleaching concern in the world. Its operations consist in the conversion of cotton piece goods from gray cloths, as they come from the loom, into the fine finished products which eventually reach the market.

These goods, manufactured principally in New England, are shipped direct to the bleachery. They include lawns, India linens, organdies, crepes, Swiss curtains, Persian lawns, long cloth, embroidery goods and a number of fancy woven fabrics for women's and children's dresses, in plain and mercerized finish.

Many processes of great interest are used in converting the fabrics into the finished product, several days being spent in passing through the different stages of development. When finished the goods are neatly packed and shipped all over the world, the bleachery having a reputation for careful workmanship which is unsurpassed. An average of over one thousand hands are employed, and the plant is operated day and night. The village of Carlton Hill is practically an outgrowth of this industry's development, and the company owns eighty acres of land there.

These results have been obtained by Mr. McKenzie by close application to the manifold problems involved in taking a moribund enterprise and injecting into it new life and vigor, and the task involved not only earnest effort, but executive and administrative abilities of a high order. Its success was the personal triumph of Mr. McKenzie. The offices of the company are at Carlton Hill, New Jersey, and at 320 Broadway, New York City.

In the earlier years of his connection with the bleachery every moment of Mr. McKenzie's waking hours was devoted to the business, but its rapid development centered the attention of the community upon the man who had made the enterprise so successful, and he was induced to serve the township of Boiling Springs as a member of the Township Committee. He showed a quick grasp of public matters and a keen perception of the needs of a growing community; headed a movement to create the borough of East Rutherford out of the township; became East Rutherford's first mayor, and served with reëlections for twelve years until he positively declined to run again.

For some years he represented his borough on the Bergen County Republican Executive Committee. In 1896 he was an alternate delegate from his congressional district to the Republican National Convention, and in 1900 he was chosen as one of the presidential electors who cast the vote of New Jersey for McKinley and Roosevelt. Governor Murphy appointed Mr. McKenzie a member of the Passaic Valley Sewerage Commission, which has been solving the vexed question of the Passaic River pollution, and he still holds that place, contributing to the solution of this public problem the same abilities that he applied so successfully in the building up of his own business.

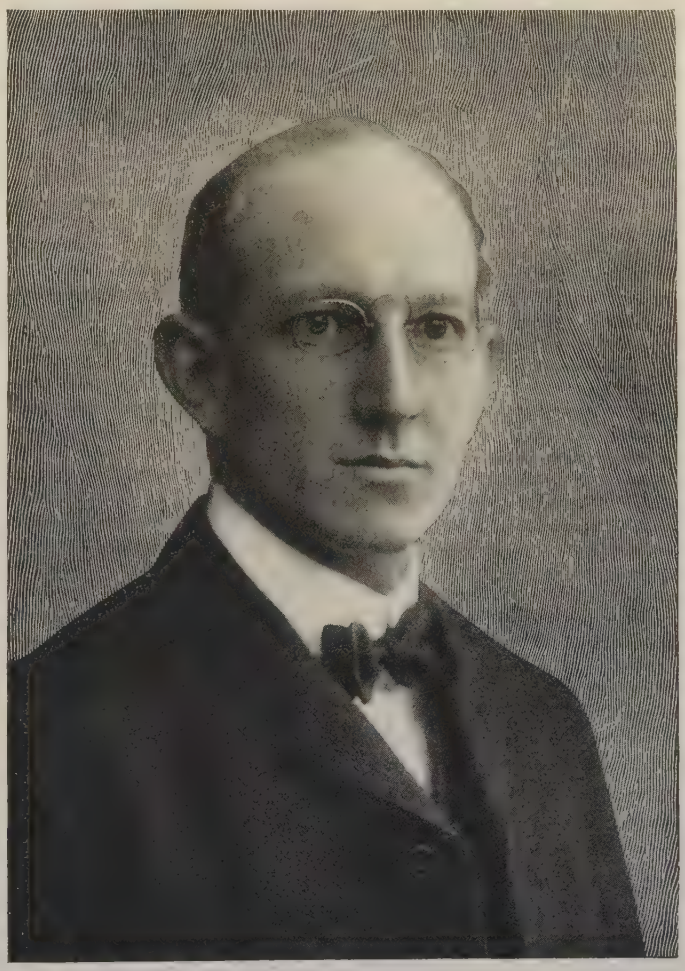
About fifteen years ago he assisted in founding the Rutherford National Bank, and is its vice president. For many years he has been president of the Hobart Trust Company of Passaic. Since its foundation he has been president of the East Rutherford Savings, Loan and Building Association, which has a capital of about $700,000. He is president of the Passaic Lumber Company of Wallington, and a member of the Board of Governors of the Passaic General Hospital. A lover of good literature, he first became vice president of the Rutherford Free Public Library and later was instrumental in founding the East Rutherford Free Library.

In recent years Mr. McKenzie has traveled extensively abroad, and has cultivated his natural taste for good books, art, the drama and the opera. His home is "Braeside", at Carlton Hill, New Jersey, a beautiful place on a hill which overlooks the plant of the concern which he has built up.

Mr. McKenzie's sons are James J., William, Jr., Kenneth M., and Bertram D. McKenzie, all of whom are married. His daughter is Mrs. Harry W. Pierson, of Boston. He is a member of the St. Andrew's Society of New York and the Union Club of Rutherford.

GEORGE DINKEL, consulting engineer of the American Sugar Refining Company of New York, was born in Boston, November 29, 1867, the son of George and Barbara (Kammerer) Dinkel. His father, an engineer by professsion, was a native of Wurtemberg, Germany, and had come to this country in 1858.

Mr. Dinkel's education was procured in the public schools of Jersey City, the Stevens High School and the Stevens Institute of Technology, from which he was graduated as mechanical engineer in the Class of 1888.



GEORGE DINKEL

After graduation he started his technical career testing electrical plants, engines and other devices, then became connected with the Whittier Machine Company, of Boston. He then entered the employ of the Matthiessen & Weichers Sugar Refining Company of Jersey City as an assistant engineer, and from that worked up to his present position as consulting engineer of the American Sugar Refining Company of New York. He has attained great distinction in the engineering profession, and has taken out numerous patents for important inventions, especially in the line of machinery connected with the refining of sugar. Mr. Dinkel is a member of the American Society of Mechanical Engineers, the Engineers' Club of New York, and the Stevens Institute Alumni Association; and he was secretary of the Congress of Arts and Sciences held at the Louisiana Purchase Exposition at St. Louis in 1904.

Mr. Dinkel was married, on November 16, 1909, to Anna D. Wittpenn, of Jersey City, New Jersey.

WILLIAM BARBOUR, president of the Barbour Brothers Company, The Linen Thread Company and other large enterprises, is the representative of a family that has taken the leading place in the creation and development of the linen thread industry, being a great-grandson of John Barbour, who introduced the manufacture of flax thread into the North of Ireland in 1784. He built up the business to a position of prominence and on his death bequeathed it to his two sons, William and John Barbour, who continued in business together for a few years. Then William Barbour withdrew from the partnership and erected, at Lisburn, near Belfast, Ireland, great mills of his own, carrying on the industry until his death, during the later years as head of the firm of William Barbour & Sons, which became a very large enterprise.

It was by two of his sons, Robert, born in 1828, and Thomas, born in 1832, that the manufacture of linen thread was introduced into the United States. Thomas Barbour, after being graduated with honor from Queen's College in Belfast, determined to come to New York City, his attention being attracted to that metropolis as one in which it might be possible to greatly enlarge the market for the product of his family's mills. When he reached New York he secured employment in the store of A. T. Stewart, then the leading dry goods house in the city, and he showed such business ability that it was not very long before Mr. Stewart gave him charge of his wholesale linen department. He continued in that department until 1858, when he started a linen store of his own, which he carried on until 1862, when he was admitted to partnership with his father and brothers in the firm of William Barbour & Sons, for whom he established and managed a selling agency in New York City.

His brother, Robert Barbour, who was a thoroughly trained flax spinner, also came to this country. The American tariff had been created along the lines of a protective policy and made it much more profitable to manufacture linen thread here than to manufacture in Ireland and sell the goods here. As in the case of many other industries, the opinion was commonly held that there were obstacles too great to be overcome in the endeavor to make linen thread in this country. But Robert and Thomas Barbour believed that they could make a success of the industry here, and in 1864 they bought a mill in Paterson, New Jersey, and began spinning flax. The thread produced was excellent in quality and found a ready sale, so that the selling agency in New York soon had no occasion to import its threads to fill the orders of the trade. In 1865 The Barbour Flax Spinning Company was established with mills in Paterson, with Thomas Barbour, president, until 1875, when Robert Barbour was elected president and Thomas Barbour vice president and treasurer of the company. The business was remarkably successful, the firm maintaining un-

questioned leadership in the linen thread industry in this country. The number of the people employed in their mills increased until there were more than a thousand, and the sales increased with great rapidity. The two brothers accumulated large fortunes and earned a very high place in the commercial world. Mr. Robert Barbour remained active in the business until his death, November 25, 1892; but Mr. Thomas Barbour went to Ireland in 1883 with the intention of spending his remaining years in his native country, and died there January 19, 1885. He was a business man of clear insight and great ability, a member of the Chamber of Commerce of the State of New York, and a director in various large corporations; and he was greatly interested in measures for the welfare of Ireland. His wife and son survived him.

The son of Thomas Barbour, Mr. William Barbour, early in life developed a talent for executive management which soon brought him into active relation to the industries with which his father had been connected. He has long been at the head of various Barbour interests, greatly augmented by consolidation with other establishments in similar lines, and he is now president and director of the Barbour Brothers Company, The Linen Thread Company, Algonquin Company of Passaic, New Jersey, Dunbarton Flax Spinning Company, Finlayson Flax Spinning Company, American Net and Twine Company, United States Twine and Net Company, Dundee Water Power and Land Company, W. & J. Knox Net and Twine Company, Hamilton Trust Company of Passaic, New Jersey, and the North Jersey Rapid Transit Company; is vice president of the Barbour Flax Spinning Company; trustee of the Washington Trust Company; director of the First National Bank of Passaic, New Jersey, Hanover National Bank of New York, Home Trust Company of New York, Paterson Safe Deposit and Trust Company, Paterson Savings Institution, Pintsch Compressing Company, Safety Car Heating and Lighting Company, United States Shoe Machinery Company, United States Smelting, Refining and Mining Company, and Varona Land and Investment Company, and has other corporate interests. His office is at 96 Franklin Street, New York City.

Mr. Barbour is a Republican in politics and is especially prominent as a supporter and advocate of the doctrine of the protection of American industries by means of a customs tariff, and he was elected in 1910 to the office of president of the American Protective Tariff League.

He is a member of the Union League Club of New York, the Republican Club of New York, New York Athletic Club, and the Morris County Golf Club of New Jersey.

Mr. Barbour married Adelaide Sprague, and they have three sons: Thomas, Robert and William W. Barbour. His residence is at 11 West Fifty-third Street, New York City.

WARREN CRUIKSHANK

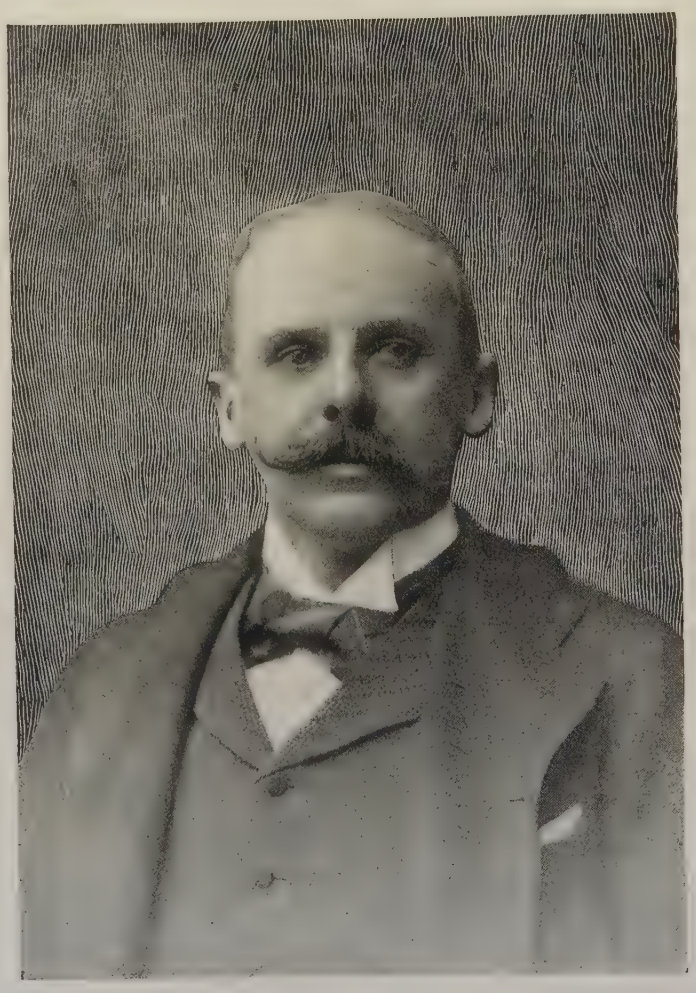
WARREN CRUIKSHANK, well known in realty circles, was born at Hempstead, Long Island, May 5, 1861, and was educated at the village school, afterwards attending a business college, and then entering the real estate office of E. A. Cruikshank & Company in 1877. Nine years later he was admitted to partnership and when the firm was dissolved, November 1, 1903, he became president of the corporation of Cruikshank Company, its successors.

Mr. Cruikshank is a descendant of an old Scotch family. His grandfather, William Cruikshank, born in Boynsville, Aberdeenshire, Scotland, in 1760, came in early life to New York City and lived and died at 40 Greenwich Street, corner of Morris, the location of the family homestead. He married Sarah Allen, born in 1777, who resided at the corner of Wall and Pearl Streets. Their fifth child was James Cruikshank, born January 1, 1804, who died at Hempstead, Long Island, August 28, 1895, at the age of 91. James Cruikshank married Mary Ann Wheeler, born at Crutched Friar, England, January 12, 1820, who was the mother of Warren Cruikshank, and who died in Brooklyn, New York, in 1892. The Cruikshank family have been more closely identified with the business and management of New York City real estate than any other.

Mr. Cruikshank's grandfather established the business in 1794 at 40 Greenwich Street, carrying on the business until 1831, when he was succeeded by his son, James Cruikshank, who continued it until May, 1865, when his son, Edwin A. Cruikshank, took up the business. In 1875 the firm of E. A. Cruikshank & Company, composed of Edwin A. Cruikshank and his brother, Augustus W. Cruikshank, since deceased, was organized. This firm was located at different times at 68, 163 and 176 Broadway, and on May 1, 1898, moved to 141 Broadway, where the Cruikshank Company is now located. In addition to the presidency of the Cruikshank Company, Mr. Cruikshank is vice president and director of the Flatbush Trust Company, a director of the Irving National Exchange Bank, the Merchants' Refrigerating Company of New York and the Merchants' Refrigerating Company of New Jersey. He is a member of the Wyandanch Club of Smithtown, Long Island, Adirondack League Club, Knickerbocker Field, Meridian, and Underwriters' Clubs, and of the Historical Society.

Mr. Cruikshank married Fannie Augusta Minshull, daughter of Samuel Minshull, of Hempstead, Long Island, May 20, 1885. The children are Russell V. and Douglas M.

Mr. Cruikshank's residence is at 70 Lenox Road, Brooklyn, and his country home is at Hauppauge, Long Island. In the real estate world Mr. Cruikshank is considered a very able, conservative and aggressive man. He is fond of outdoor sports and the domestic rather than social life.



GEORGE ROWLAND READ

GEORGE ROWLAND READ, who by long experience and trained knowledge has gained a place with the leaders in the real estate business of the metropolis, was born in Brooklyn, Long Island, in 1849, son of George W. and Rowland Augusta (Curtis) Read, his ancestry on both sides being English.

He was educated in the Brooklyn Polytechnic Institute, and in 1867 entered upon business life in the office of E. H. Ludlow & Company, real estate. He remained with that firm for seventeen years, acquiring an expert knowledge of realty conditions and values second to that of no real estate man of New York.

In 1885 he established the firm of Geo. R. Read, and in 1902 Geo. R. Read & Company, of which he is still the head, so that he now has the prestige of a remarkably successful career during more than forty-two years of activity as a real estate man in the city of New York, covering a period of great changes and unprecedented development improvements and of an increase in values of property which has outdistanced the hopes of the most optimistic forecasters of those earlier years.

Mr. Read has, in his long connection with real estate in the city of New York, been identified with many of the most prominent realty operations in that city, and represents many of the large financial institutions and estates in their real estate interests.

Among the recent operations of his firm have been many large transactions in realty north of New York City, comprising farms in Westchester and Putnam Counties and nearby localities across the State line in Connecticut, in which operations many prominent New Yorkers have been associated with Mr. Read.

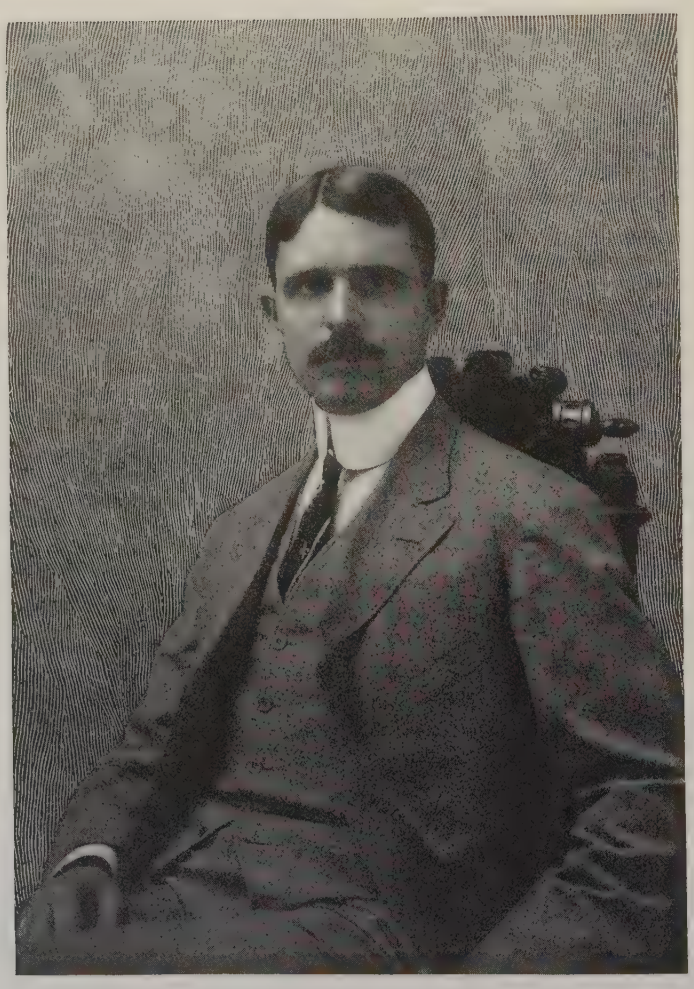
Mr. Read is president of Geo. R. Read & Company, the Mutual Trust Company of Westchester County, Roxton Realty Company, and the Waccabuc Company.

He is a member of the Metropolitan Museum of Art, and the Down Town Association of New York, and the Union, Metropolitan, Riding and Coaching Clubs.

Mr. Read married, in Brooklyn, December 20, 1874, Louise C. Frost, who died in 1902, and of that marriage there are four children: Rowland Read, who married Helen T. Dykman; Sarah, who married John I. Downey; Dorothy, who married F. Rutledge Davis, and Newbury Frost Read, who is unmarried.

Mr. Read again married, in St. Thomas Church, New York, November 20, 1907, Adelaide R. Hastings.

Mr. Read has traveled widely, making frequent trips to Europe and to the Pacific Coast. His town residence is 28 East Fifty-sixth Street.



WILLIAM EYRE GIBSON GAILLARD

WILLIAM EYRE GIBSON GAILLARD was born March 1, 1877, at Louisville, Kentucky, the son of Edwin S. Gaillard, M.D., LL.D., Ph.D., and Mary Elizabeth (Gibson) Gaillard.

He was educated at Trinity School, New York City, and commenced his business career in March, 1893, when he entered the office of Stephen van Rensselaer Cruger & Company, whose business, the management of estates, was founded in 1796, principally to manage the large land grants and develop the then farm holdings of the Patroon Killiaen van Rensselaer, who acquired much of such property direct from the Crown about 1629. This business had continued under various styles without interruption, its immediate predecessor having been Van Rensselaer & Cruger, composed of Philip van Rensselaer and S. van Rensselaer Cruger, the then comptroller of Trinity Corporation. Mr. Gaillard soon inaugurated a policy of progressiveness for the old firm, which theretofore had confined its activities to estates in its exclusive control, and in 1897 he was admitted to partnership, the firm then being McVickar & Company, one of the most prominent in the general real estate business.

In 1902, with his partner, Harry Whitney McVickar, Mr. Gaillard organized the McVickar Realty Trust Company, capital and surplus $1,000,000, becoming first vice president of the company which was, in 1904, merged with the Empire State Trust Company, afterwards the Empire Trust Company, capital and surplus $1,500,000; the real estate and mortgage business being continued under style of the McVickar-Gaillard Realty Company, and the insurance business as Gaillard & Company. He continued as vice president of the Empire Trust Company until 1908, resigning to become vice president of the New York Real Estate Security Company, organized by him.

Mr. Gaillard is president and director of the McVickar-Gaillard Realty Company and Gaillard & Company, and is vice president and director of the New York Real Estate Security Company; a director of the Empire Trust Company; vice president and director of the Cedartown Knitting Company; director of the Josephine Knitting Mills Company, and of the Wahnita Knitting Mills Company; a member of the Real Estate Board of Brokers and Real Estate Auctioneers' Association; governor of the New York Southern Society and member of the City Midday, Lawyers', Knollwood Country, Sea Bright Lawn Tennis and Cricket, New York Athletic and City Lunch Clubs. The Virginians, the South Carolinians, and South Carolina Historical Society.

Mr. Gaillard is of French Huguenot ancestry, the family being founded in America by Pierre Gaillard, who settled in South Carolina about 1685, immediately after the revocation of the Edict of Nantes. His descendants were prominently identified with the Revolutionary War and Colonial history.

Mr. Gaillard married, in 1906, Mary Stamps Bateson, and has one daughter, Mary Stamps Bateson Gaillard.

ROBERT E. DOWLING, president of the City Investing Company, is a native of California, where he was born at Mokelumne Hill, Calaveras County, October 21, 1866. His ancestors came from England and Ireland, some settling in Nova Scotia, and thence removing to New York. His father, at the age of twenty, went to California with other pioneers in 1849, and was one of the first settlers of the town of Mokelumne Hill, which became the county seat of Calaveras County. There he became a lawyer and mine owner, and one of the most influential citizens of the place. About six months after his son was born, he returned, in 1867, to New York City, locating in the village of Bloomingdale, now a part of Riverside Drive.

Mr. Dowling was educated in public school and in the College of New York. On leaving college he became a clerk in a law office, designing to enter the legal profession, but in October, 1885, he opened a real estate office at Columbus Avenue and One Hundred and Fourth Street. There he engaged successfully in a general real estate and brokerage business until 1890, when, with Albert Flake, he organized the New York Realty Company, which afterward was merged in the New York Realty Corporation, of which he became vice president and so continued until that company dissolved. In January, 1905, the City Investing Company was incorporated for the purpose of dealing in New York real estate, in which the operations of the company are very large; and the company is the owner of the City Investing Building, one of the largest and most modern of the great office buildings of New York City, located at 165 Broadway. He is also president and director of the Broadway-Cortlandt Company, the Number Sixty-eight William Street Company, and the Seventy-second Street Company; vice president and director of the Improved Property Holding Company; director of the National Reserve Bank of the City of New York, the Lincoln Trust Company, the State Investing Company, the Commonwealth Insurance Company of New York, and the City of New York Insurance Company.

Mr. Dowling has made many of the largest real estate purchases of recent years in New York City, including that of the Hotel Langham for $1,750,000; of the Hotel Empire, January 19, 1907; of the Evans Block bounded by Broadway, West End Avenue, Eighty-ninth and Ninetieth Streets; the Yerkes Mansion, April 21, 1910, for $1,239,000; and the Yerkes Art Gallery, May 23, 1910, for T. F. Ryan.

He is a Democrat in politics, president of the Tilden Club, and he is a veteran of Company C, Twenty-second Regiment of the National Guard of the State of New York. He is also a member of the Manhattan Club, the Lawyers' Club, and the New York Riding Club.

Mr. Dowling married, in New York City, June 28, 1894, Minnetta Adele Link, and has two children: Robert Whittle and Ruth Percival Dowling.

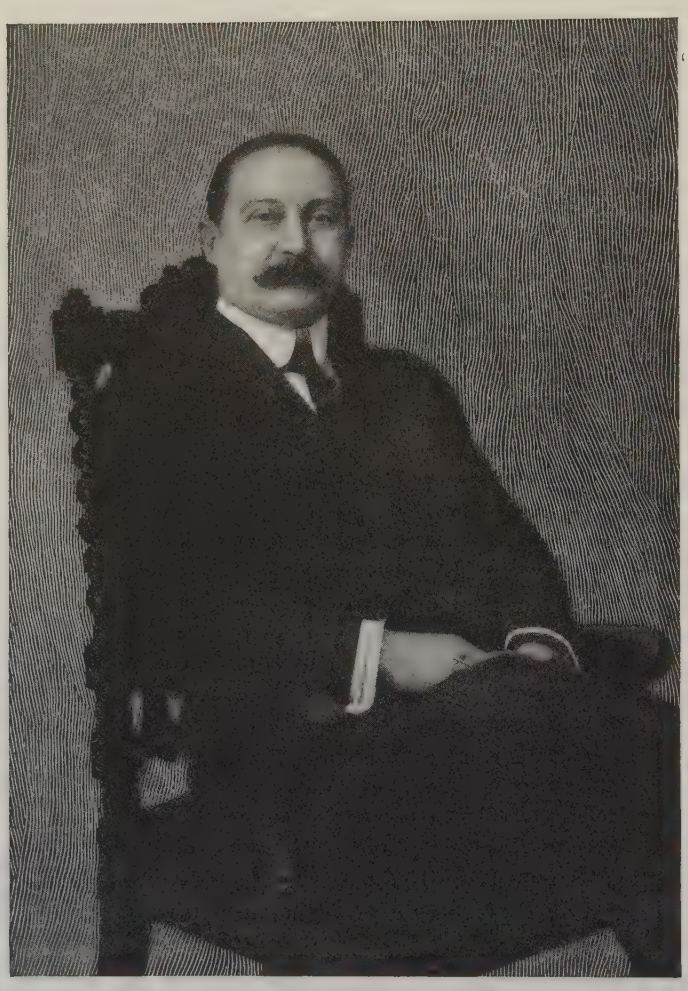
CHARLES F. NOYES, successful real estate broker, was born in Norwich, Connecticut, July 19, 1878, the son of Charles Denison Noyes, now retired, and one of the owners of the Norwich Morning Bulletin, and of Carrie P. (Crane) Noyes. He is a descendant of Rev. James Noyes, who came from England and settled at Mystic, Connecticut, in 1633.

Charles F. Noyes was educated in the Norwich Academy, and when twenty years old came to New York and engaged in the real estate business, which he has since conducted successfully. In 1898 the business, now conducted by the Charles F. Noyes Company, was organized and Mr. Noyes is manager and treasurer of that company, with offices at 92 William Street. The company is specially prominent in the business of rental, sale and management of downtown business property, in which department of the real estate profession the firm is one of the leaders, having a business so large that the company now has an office force of about thirty employees and employs about seventy in its agency department.

CHARLES F. NOYES

Mr. Noyes is a member of the Union League Club of Brooklyn, Crescent Athletic, New York Athletic, Drug and Chemical, and Underwriters' Clubs, Brooklyn League and Real Estate Board of Brokers; and a director of the Realty League of New York. He is also interested, as an officer and director, in several important corporations.

He married, in Brooklyn, September 16, 1903, Eleanora Seward Halsted, and has a daughter, Eleanora Halsted Noyes.



CHARLES EDWARD SCHUYLER

CHARLES EDWARD SCHUYLER, who is one of the leading real estate brokers of the City of New York, and is most particularly identified with the upbuilding of the West Side, and after whom Schuyler Square was named, was born in New York City, January 7, 1859, the son of Garret Lansing and Mary Elizabeth Schuyler. He is a member of one of the oldest and most prominent of the Dutch families of New York, and directly descended from Philip Pieterse Schuyler, who settled in Albany in 1631 and who became a large landed proprietor in Albany and New York City and along the Hudson, became captain of a company of Albany militia in 1667, and was distinguished throughout his life for his friendship with the Indians. He married the daughter of the Patroon Van Rensselaer, and their son Peter, who was born in Albany, and upon its incorporation, July 22, 1688, became the first mayor of that city. This family was prominently identified with the patriot cause in Revolutionary times, and in all matters affecting the welfare of the province and afterward of the State of New York members of this family gained distinction in war, diplomacy, education, divinity, the legal profession and in business life, and none of the New York families has a more honorable record.

Mr. Schuyler was educated in Columbia Grammar School, and was afterward a member of the Class of '82 in Yale, and later in Columbia Law School.

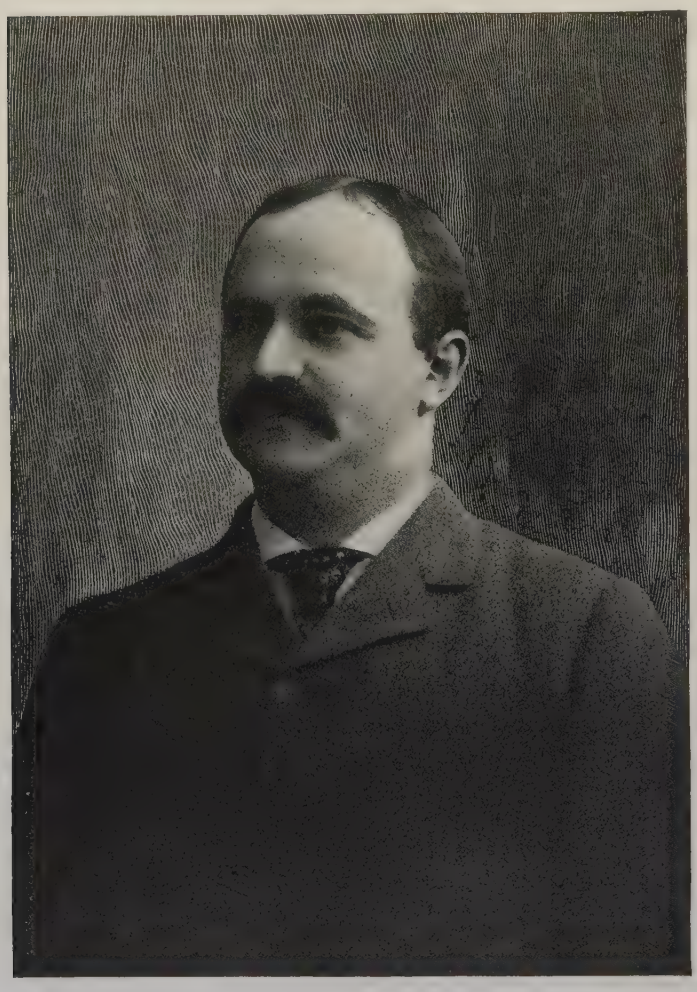
He has been engaged in the real estate business in New York City since 1885, and has been an expert appraiser in many important matters both for the City of New York and for the Banking Department of the State of New York, as well as for various estates and numerous attorneys.

Mr. Schuyler was the organizer and secretary of the Riverside and Morningside Heights Association; secretary and governor of the Real Estate Board of Brokers of New York; was organizer of the Century Bank of New York City, and one of the reorganizers of the Colonial Bank of New York. He was president of the Real Estate Business Men's Club in the McClellan campaign.

Mr. Schuyler is a veteran of the Seventh Regiment of the National Guard of the State of New York, and one of the original members of Squadron A. He has traveled extensively; is a member of the St. Nicholas Club and the Holland Society of New York, and he enjoys the best social connections. His residence is in Dobbs Ferry-on-the-Hudson, and his office at 165 Broadway.

Mr. Schuyler married, in Philadelphia, in 1895, Adele Sartori, and has two children: Juliette de Coursey, born August 5, 1898, and Rutherfurd Schuyler, born July 8, 1903. Previously Mr. Schuyler had been married to Sarah Roach (daughter of John B. Roach, the shipbuilder, of Chester, Pennsylvania), who died in 1893, by whom he had a son, Lansing Roach Schuyler, who died in 1887.

DAVID LEWIS PHILLIPS, who has taken a prominent place among the representatives of real estate interests in New York City, was born in this city June 3, 1861, the son of Lewis J. and Eliza (Davies) Phillips. In the paternal line Mr. Phillips is a descendant of an English family, and on his mother's side is of Dutch descent. His father was a prominent business man of New York City, and founder of the firm of L. J. Phillips & Company, real estate brokers. He was a donor for life of the Metropolitan Museum of Art.



DAVID LEWIS PHILLIPS

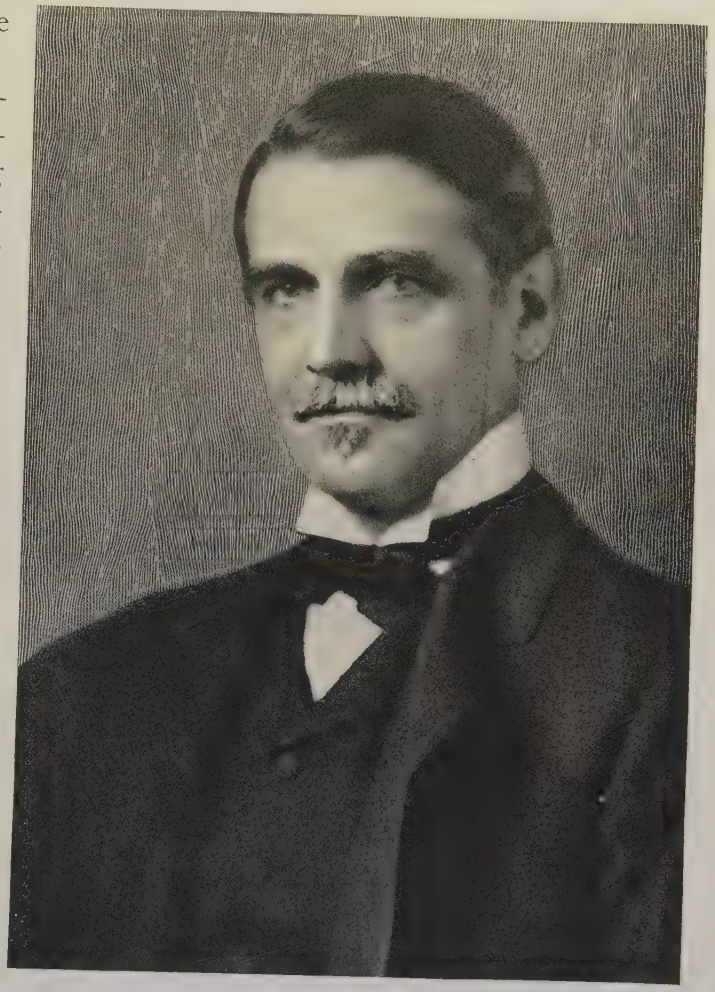
David Lewis Phillips was educated in the public schools of New York City and, upon completing his studies, he entered his father's firm of L. J. Phillips & Company, learning the business thoroughly and becoming a member of the firm of which, since the death of his father, he has been the senior member. The firm is one of the leaders in the real estate activities of the city, and does a large brokerage, auctioneering and appraising business in New York real estate. He is also a director of the Great Eastern Casualty and Indemnity Company. The firm has its offices at 158 Broadway and branch offices, for its large uptown business, at 261 Columbus Avenue.

Mr. Phillips is a Republican, but voted for Grover Cleveland.

He married in New York City, March 3, 1885, Gertrude M. Kuhn, and they have six children: J. Dudley, Edna, Helen S., Robert W., Marjorie, and Lloyd J. He has his city residence at 35 Riverside Drive, and a country place at Bay Shore, Long Island.

RICHARD MALCOLM MONTGOMERY, who is prominently identified with the real estate brokerage business in New York, is a native of South Bergen, New Jersey, where he was born December 19, 1853, the son of John Robb Montgomery, long a prominent tea merchant, and his wife Jane Malcolm (Ball) Montgomery.

He is of Scotch-Irish descent. His earliest American ancestor was James Montgomery, of Belfast, Ireland, who came to the United States in 1799.

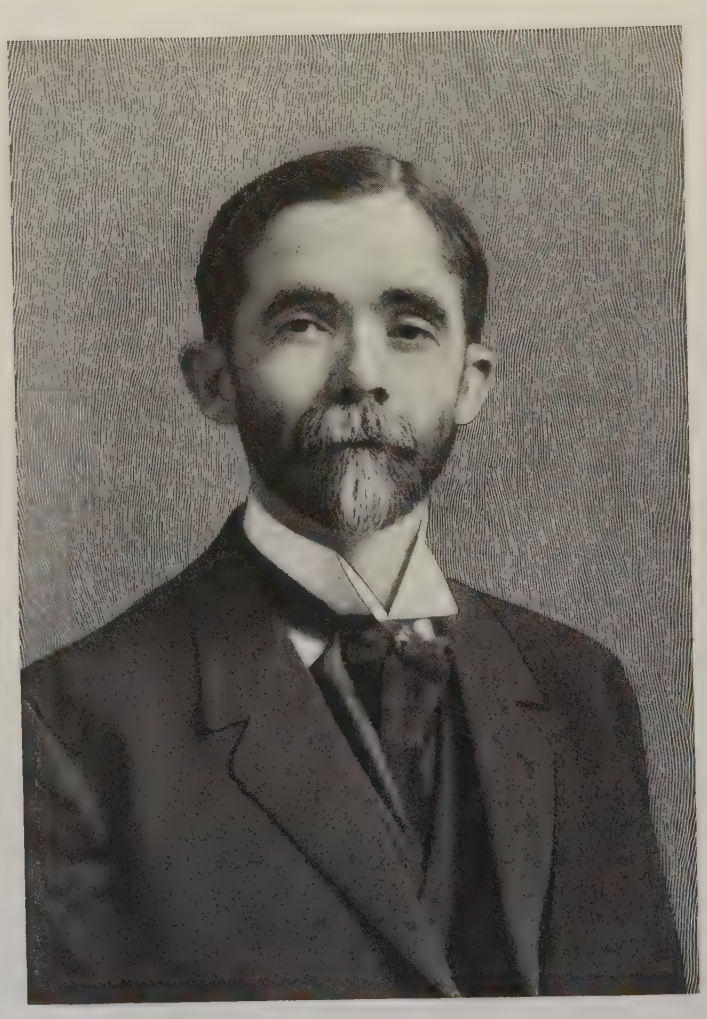


RICHARD MALCOLM MONTGOMERY

Mr. Montgomery attended the Hasbrouck Institute in Jersey City, leaving that institution when fourteen years of age to engage in business life. He entered the tea business, where he remained for twelve years, gaining in that business a valuable commercial experience. In 1893, Mr. Montgomery entered the real estate business as broker. He acquired an intimate and expert knowledge of values of real estate, and was successful in organizing many large syndicates for the purchase and resale of real estate on Manhattan Island, and has gained for himself a prominent place in the real estate profession.

Mr. Montgomery is a Republican; a member of the City Club of New York City, and has served on several of its important committees; member of the New York Zoölogical Society, the Civil Service Reform Association, the Society of the Sons of the Revolution and Westchester Country Club.

Mr. Montgomery married, in Washington, D. C., January, 1903, Maud MacFarland. He has three sons by a former marriage: Richard Malcom, Jr., John Robb Montgomery and Francis Stuart Montgomery.



FLOYD STEWART CORBIN

FLOYD STEWART CORBIN, well known as a specialist in water-front and dock properties, was born in Thomaston, Upson County, Georgia, and was educated in the schools of his native State.

Coming to New York City in 1895, Mr. Corbin engaged in the real estate business and soon established a reputation as a specialist in dock and terminal property, often being called upon to give expert testimony in cases where the question of valuations arose. He has devoted years of study to this one branch of the real estate business and his knowledge is so complete that he was recently selected to deliver a lecture before the Real Estate Class of the Young Men's Christian Association on "Water Front Properties in New York Harbor."

Mr. Corbin comes of an illustrious ancestry, the history of the family being traceable in England for eight centuries. The American branch was founded by Henry Corbin, of Sutton Coldfield, Warwickshire, England, who settled in Stratton Mayor, King and Queen County, Virginia, in 1654, but also owned land in Lancaster, Westmoreland and Middlesex Counties. He was burgess for Lancaster in 1659, justice of Middlesex in 1673 and a member of the Council in 1663. His son, Garwin Corbin, once president of the Council and burgess in 1700, 1702, 1718 and 1738, had three sons, Richard, John and Garwin, the latter marrying a sister of the famous Richard Henry Lee, while John Corbin served as a sergeant of the Virginia Volunteers during the Revolution and was given a farm for his services. It was Garwin Corbin, who was the direct ancestor of Floyd Stewart Corbin.

The history of Virginia shows that the Corbins were always foremost in the civic, military, social, ecclesiastical and diplomatic circles of that period; being contemporaneous, and intermarrying with the Taliaferros, Lees, Curtises, Beverlys, Churchhills, FitzHughs, Woodfords, Batailes and many others famous in Colonial days and immediately following the Revolution.

In the early days the family adhered strictly to its English training and the homes of the sons were noted for priceless plate and armorial trappings which had been brought from the old country. One of the cherished relics was an officer's side arms and accoutrements which one of the forbears wore while an aide-de-camp on the staff of Napoleon Bonaparte.

The right of the Corbin family to use a crest is attested by the Heralds' College, where the family arms, "Sable on a chief or, three ravens proper," are recorded. The Motto is *Deus Pascit Corvos*—"God feeds the ravens."

Mr. Corbin's ancestry on the maternal side is from the John B. Floyds; father and son were governors of Virginia, and the younger Floyd also secretary of war under President Buchanan.

Mr. Corbin is secretary and one of the Board of Governors of the Georgia Society. He married Miss Adelia Myers, of Augusta, Georgia.

JOHN W. PARIS, who has created for himself an enviable position in the real estate world in this city, is like many another of the successful business men of New York, a product of the Middle West.

He was born on a farm near Rensselaer, Indiana, in 1860, being the son of Berry Paris and Sarah (Dwiggins) Paris.

JOHN W. PARIS

His education was limited to the high schools of his native town and a partial course in Purdue University. At the age of nineteen he accepted employment in a bank at Oxford, Indiana, and at twenty-two was elected cashier and manager of the Citizens National Bank at Attica, Indiana. Thus, at a very early age did he assume responsibilities generally reserved for men

of more mature years. This institution was remarkably successful under his management, and the experience which Mr. Paris gained while there aided to prepare him for later and larger duties.

In 1891 he resigned this position and removed to Indianapolis, where he opened, in connection with Hon. J. Shanman Nave, an investment banking business and became the field manager of the United States Loan and Trust Company. In this capacity his travels were extended throughout the United States, Mexico and Canada, giving him the opportunity of a thorough study of this Northern Hemisphere and its resources.

Mr. Paris' numerous trips to New York City revealed to his analytic mind the unlimited opportunities in the city's real estate world, and desiring to participate in the wonderful and fascinating work of the building of the greatest city on the globe, he removed to this city in 1897.

His first ambition was to thoroughly acquaint himself with the real estate conditions in the city, its past and present zones of growth, and the reasons therefor. As a result of this study, Brooklyn appearing to be the most attractive field, his operations were begun there on a conservative scale with profitable results.

Realizing that the large undertakings of the Pennsylvania Railroad taken in connection with the building by the city of the Queens Borough Bridge—and by Mr. Belmont of the Belmont Tunnel—meant to Queens Borough, into which all this transit improvement entered, an era of development unsurpassed in the city's history, he became a pioneer operator and developer in that section; and he is to-day one of the most extensive real estate operators and developers of properties in Queens Borough.

Mr. Paris is the senior member of John W. Paris & Son, president of the Mutual Profit Realty Company, treasurer, secretary and director of the Woodside Heights Land Corporation and Equitable Sales Company, and is secretary and director of the Kissma Park Corporation, and of the Park Terrace Company.

He is a Republican in politics, a member of the Third Ward Republican Club, the City Club of New York, the Flushing Country Club, the Bayside Yacht Club, the Cornucopia Lodge, F. and A. M., the Men's Club of Flushing, vice president of the Flushing Association, and president of the Real Estate Exchange of Long Island. He and his family are affiliated with the Dutch Reformed Church of Flushing.

Mr. Paris married Miss Frances Johnston in Oxford, Indiana, in 1883, and four children have been born to them, the oldest, a son, Rex, and the youngest, a daughter, Helen, being the only ones surviving.

Their home is at the corner of Parsons and Rose Avenues, in Flushing, Queens Borough.

GERALD RUDDEROW BROWN, who enjoys well-earned distinction as one of the successful real estate men of New York City, is a native of Brooklyn, where he was born May 3, 1857, son of Theodore Rudderow and Caroline Edwards (Timpson) Brown. He is of Irish, English and Dutch descent, his first American ancestor having been Robert Brown, who came to America in 1750. He was educated in Lockwood's Academy, the Adelphi Academy, and the Polytechnic Institute in Brooklyn.

GERALD RUDDEROW BROWN

In January, 1876, he entered the service of The Equitable Life Assurance Society of the United States, as office boy, and made steady progress in the service of the society until he was given charge of their office buildings and real estate; and in 1907 he was promoted to comptroller of the society, in which office he has since continued.

About 1890 he formed, with John Noble Golding, the real estate firm of Brown & Golding, and he is still largely interested in real estate operations. Mr. Brown is a member of the Real Estate Board of Brokers of New York.

He is a member of the Lawyers' Club and The Pilgrims, in New York City, and of the Englewood Club, Englewood Golf Club and Englewood Field Club of Englewood, N. J., where he has his home.

Mr. Brown married, in Brooklyn, May 20, 1884, Elizabeth Stewart Gregory, and they have two daughters, Constance Gregory Brown, who was born January 6, 1894, and Geraldine Van Gelder Brown, born January 16, 1896.

MAXIMILIAN MORGENTHAU, born in Mannheim, Grand Duchy of Baden, Germany, October 23, 1847, was educated at the Grand Ducal Lyceum there, came to New York, was graduated LL.B. from New York University Law School and admitted to the Bar. After engaging successfully in the retail dry goods business in Chicago, he was attracted by the greater possibilities offered in the real estate field in New York, which he entered in 1898. He is now (1910) president of many realty companies, among them the Hudson Realty Company, Woodmere Realty Company and Banister Realty Company; and is a director of the Union Exchange National Bank.

MAXIMILIAN MORGENTHAU

His largest and most recent operation was the purchase for $3,000,000 of the entire town of Woodmere, a beautiful residential suburb adjoining Cedarhurst, on the south shore of Long Island, together with scores of handsome residences, clubhouses, etc.

He is a governor of the Woodmere Country Club, and a member of the Republican Club, Lawyers' Club, Society for Ethical Culture, and other organizations.

Mr. Morgenthau married Fannie Ehrich, in New York City, July 10, 1872, and they have seven children: Adele M. (Mrs. James Frank), Alice R. (Mrs. Jesse W. Ehrich), Maximilian, Jr. (married Rita, daughter of the late Leopold Wallach), Minna J. (married Dr. Ludwig M. Loeb, of Chicago), William W., Beatrice F. and Dorothy R.

Mr. Morgenthau is interested in art, music, travel and literature. He is especially known for his quick judgment and his rare executive ability.

MILTON ALBERT L'ECLUSE, successful real estate operator, was born in Bayport, L. I. At the age of sixteen he became clerk in a General store at Roslyn, L. I., and after seven years there he acquired a business of his own at Great Neck, L. I. He made a great success of it, as well as of numerous transactions in real estate and mortgage loans. He was appointed postmaster by President McKinley, in 1897, serving until 1902.

MILTON ALBERT L'ECLUSE

He then entered the Country Department of S. Osgood Pell & Company, was admitted to the firm in less than a year, elected treasurer in two years, and in 1907, its president. He resigned, to become president of L'Ecluse, Washburn Company, and The Woodmere Land Association. He is also president of the Country Development Company, who own several million dollars' worth of Long Island property. Mr. L'Ecluse is the largest country real estate broker in New York City. He is best known as the broker who discovered the value of Long Island City, in 1906, having sold seven million dollars' worth that year; and also as the man who made the largest single transaction, when he sold the town of Woodmere for nearly three million dollars. He has a country home at Huntington, L. I.

He was formerly president of the Republican Club of Great Neck, L. I., and superintendent of the Union Sunday School there. He is a Presbyterian and a prominent Mason.

He married, in New York, October 31, 1904, Julia Manley Weeks; and they have two children, Julia Manley and Milton Weeks.

ARTHUR FRANCEWAY DAY, banker, is one of the best known of the younger men who have made their mark in the financial district of New York. He was born in Harris, Missouri, August 3, 1883, the son of Samuel S. and Olive (Pennick) Day. The family is of English origin, his first American ancestor, William Day, coming from that country to Virginia in 1670. In the line of descent from this ancestor have been soldiers who distinguished themselves in the Revolutionary, Mexican and Civil Wars. His grandfather was a cousin of Abraham Lincoln and closely associated with him, and he was a major, serving in the Mexican War and taking part in the sieges of Vera Cruz and the City of Mexico.

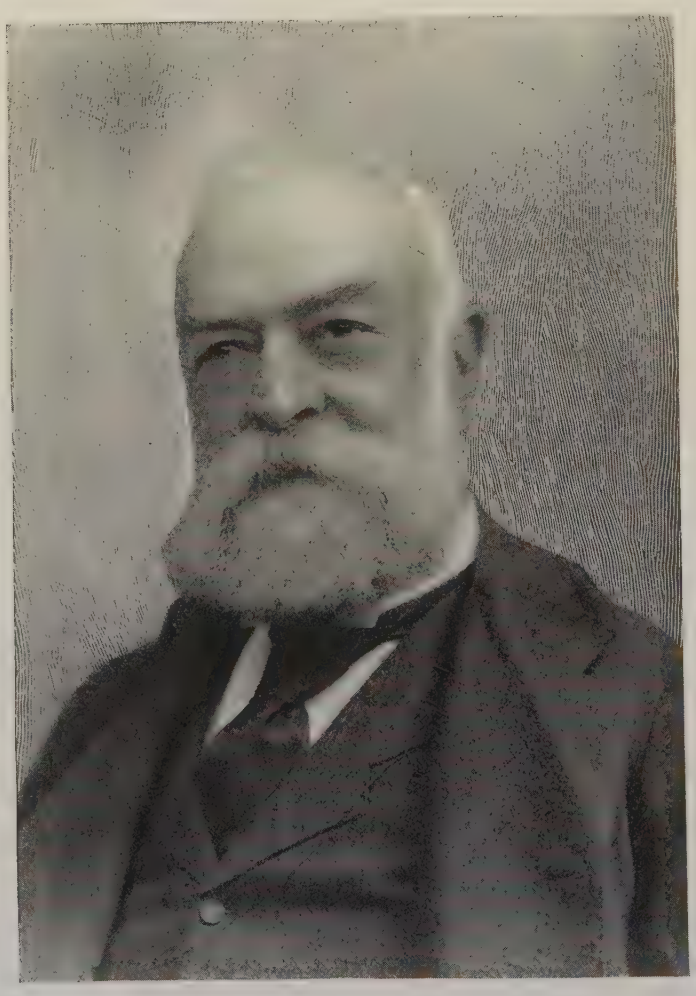
Mr. Day was educated in public school and at Grand River College, in Gallatin, Missouri, and received his early business training in a small bank in that city. From there he went to the New England National Bank at Kansas City, Missouri, where he rapidly advanced and later became vice president of the American National Bank of the same place.

Mr. Day spent a year in Europe, making a study of banking methods and the banking situation from June, 1906, to June, 1907. He then returned to this country and has since been engaged in the banking business in New York City. He is now the representative in America of the Banque Franco-Americaine, of Paris, employing large capital in financial and railway enterprises. He is also vice president of the Savoy Trust Company and a director of the Missouri, Oklahoma and Gulf Railway. Mr. Day has participated in many important financial operations and his banking experience and sound judgment have earned him a place of importance in the banking operations of the financial district of New York. His active experience in banking, East and West, his knowledge of the important investment enterprises of the country at large, his wide acquaintance with financial leaders in all parts of this country and abroad, and the results of his intimate study of financial institutions, methods and conditions enable him to give efficient service to the important interests placed in his hands.

In political views and affiliations Mr. Day is a Republican of the "stand-pat" variety, and as formerly in the West, so also in New York since he has made his home in the city, he has taken an active part in political affairs in his endeavor to promote the success of the Republican party, its principles and its candidates.

Mr. Day is a member of the Lawyers' Club, the Republican Club of New York, and the Hudson-Fulton Yacht Club. He has his city home at 380 Riverside Drive, and his country home at Stamford, Connecticut.

Mr. Day married, in Kansas City, Missouri, in June, 1906, Nellie Kenefick, and they have two sons: William Kenefick Day and Arthur Franceway Day, Jr.



JOHN D. WING

JOHN D. WING, late chairman of Wing & Evans, Incorporated, was one of the representative merchants of New York, having been for half a century at the head of one of the best known business houses of the metropolis. He was born in Ulster County, New York, June 22, 1834, the son of Jacob and Anna Marie (Cornell) Wing. He was descended from an old New England family, his first American ancestors having been the Rev. John and Deborah Wing, English Quakers, who came to Massachusetts in 1632, and were among the first settlers at Sandwich, Massachusetts. In the maternal line he was a descendant from Governor John Winthrop, the second governor of Massachusetts Bay Colony, and was also a descendant from Captain John Underhill, who at one time commanded the British forces in New England in war against Indians and who also took a very active part in the early controversy over the claim of England to sovereignty over Long Island, and was appointed surveyor of customs for Long Island by Governor Nicolls, in 1665.

In his childhood Mr. Wing moved with his parents to Dutchess County, New York, and there attended the Quaker School conducted under the name of Nine Partners, at that time a prominent institution at what was then known as Mechanic, in Dutchess County, New York, but which is now called Millbrook, the entire property having been purchased in after years by Mr. Wing for his country home. After completing his preparatory studies in that institution, Mr. Wing went to New York and attended the famous Anthon Grammar School, in College Place, from which he was graduated.

After leaving school Mr. Wing began his business training and soon showed great executive and administrative ability, with a notable readiness of grasp and comprehension of business problems as they presented themselves. When he was only twenty-two years old he sailed for San Francisco by way of Panama, and there, becoming associated with Joseph S. Paxson, of San Francisco, who was at that time filling the office of State treasurer of California, he founded the firm of John D. Wing & Company, and embarked upon a successful business. At the time of his arrival in San Francisco the city was in the midst of disorder, owing to the wild and turbulent character of much of the population, who were emboldened by the lax enforcement of the law by the constituted authorities. Mr. Wing became a member of the second Vigilance Committee, organized in 1856, which for a time tried, convicted and punished criminals in an extra-judicial manner. Though the method was drastic, it was needed, and restored law and order to the community.

For three years Mr. Wing continued in business in San Francisco and then returned to New York, where, in 1859, in association with John Henry Evans, he established the chemical brokerage house of Wing & Evans, which

grew to be one of the foremost enterprises connected with the trade in heavy chemicals. Mr. Wing's business acumen led him to seek constantly the expansion of his trade connections in this country and abroad. In November, 1865, he visited England for the first time, and while there he established connections with various prominent manufacturers and large handlers in the various industries which, in later years, were merged in the United Alkali Company. He made numerous trips across the ocean after that, and in 1876 he secured for his firm the United States agency for Brunner, Mond & Company, Limited, and was the first to introduce ammonia alkali into the United States. Eight years afterward the firm of Wing & Evans secured the agency for the Solvay Process Company, of Syracuse, New York, and Detroit, Michigan.

Mr. Evans died in 1889, but the firm name has been retained without change of title although it was incorporated in 1905. Mr. Wing devoted to its upbuilding not only business abilities of exceptional quality, but also the highest principles of personal and commercial integrity, which place his house not only on a high plane as to its success, but also in the esteem of the business community.

Mr. Wing took a deep interest in his stock farm at Milbrook, Dutchess County, New York, which he bought and stocked while still a young man, and to its development applied the genius for success which was characteristic of his career. The farm at Milbrook became famous for the high grade of fancy cattle reared there, and Mr. Wing became known as an authority on fine stock breeding and agricultural topics. He was an active member and president of the New York State Agricultural Society in 1882; was one of the organizers and for a time president of the New York Farmers, and one of the founders and first president of the American Jersey Cattle Club.

Mr. Wing was a prominent layman of the Protestant Episcopal Church, a vestryman of St. Bartholomew's Church in New York City, and for forty-six years senior warden of Grace Church at Millbrook, New York. He was interested in the welfare of crippled children, and vice president of the Hospital for Ruptured and Crippled. He was a life member of the New York Zoölogical Society, member of the New York Botanical Gardens, American Museum of Natural History, and Metropolitan Museum of Art.

Mr. Wing was also a member of the Society of Colonial Wars, the Metropolitan Club, New York Yacht Club, Down Town Association, and Midday Club. He died at his city residence, 16 West Forty-ninth Street, on January 1, 1910.

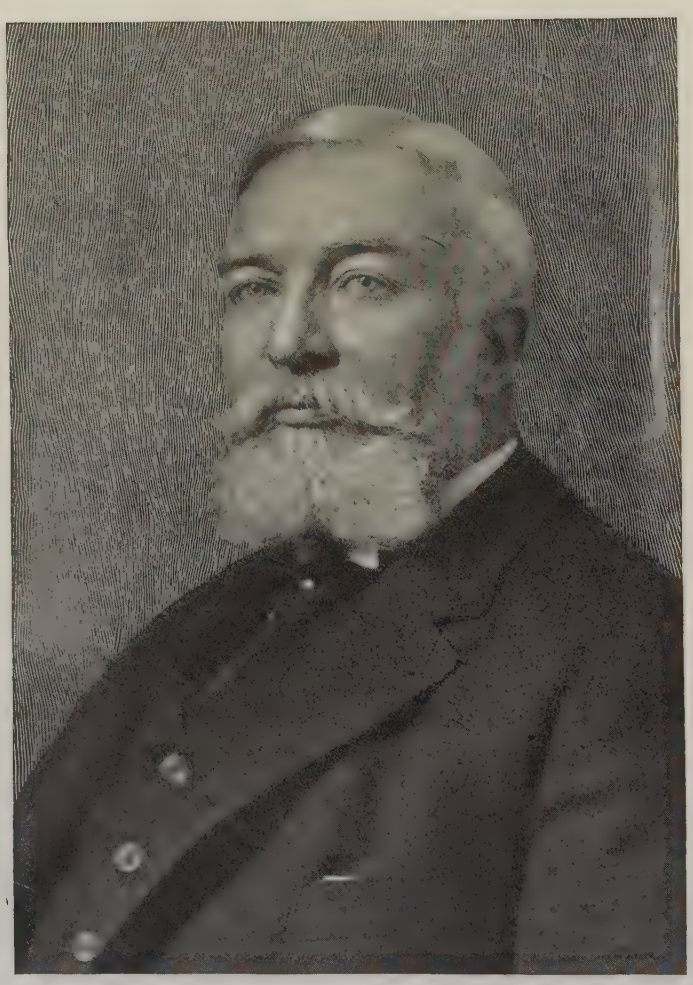
Mr. Wing married, in 1859, Adelaide W. Hinman, who survives him, with their two sons: John Morgan Wing and L. Stuart Wing (who are respectively president and vice president of the house of Wing & Evans, Incorporated), and a daughter, Marion Wing Flint, wife of Dr. Austin Flint, Jr.

AUGUST KLIPSTEIN, who has for years held a representative place in the trade in dyestuffs and chemicals, was born in Germany,. June 27, 1848.

After attending high school at Frankfort on the Main he entered upon his business training at Frankfort on the Main, Dresden, Paris, and in England. In 1872 he established himself in the dyestuffs and chemical business in New York City. To this enterprise he has applied himself in an energetic and progressive way, taking advantage of the fruits of modern invention, which has, in the past few decades, wrought such a wonderful revolution in the manufacture of chemicals and dyeing materials. The house he established, A. Klipstein & Company, of which he is president, is now one of the foremost in its line, with a trade of international scope, conducted not only from New York, but also from branch houses in Boston, Providence, Chicago, Philadelphia, and Frankfort on the Main, Germany; the headquarters of the company being at New York, 129 Pearl Street. In Canada it is represented by A. Klipstein & Company, Ltd., Montreal. He is a member of the Riding and Driving and Germania Clubs of Brooklyn, German Club, and Liederkranz, New York.

AUGUST KLIPSTEIN

Mr. Klipstein married, in New York City, June 6, 1886, Hedwig, daughter of F. A. Hemmer, Esquire. They have a daughter, Louise Klipstein, born August 2, 1887; and two sons: August Klipstein, Jr., born May 5, 1889, and Herbert C. Klipstein, born December 30, 1890. Both sons are now students at Williams College, Williamstown, Massachusetts.



JOHN JACKSON RIKER

JOHN JACKSON RIKER, president of J. L. & D. S. Riker, Incorporated, was born at Newtown, Long Island, New York, April 6, 1858, the son of John Lawrence and Mary Anne (Jackson) Riker. The Riker family has been prominent in the history of New York since it was New Netherland, coming from the old Van Rycken family, of Amsterdam, Holland, where several of the members of the family were engaged in the great contest won by William of Nassau for Dutch independence. The first American ancestor was Abraham Rycken, who came from Amsterdam to New Netherland in 1636, and is registered six years later as living on his own premises at "Heeren Gracht" (Broad Street) on the Old Dutch Road (Beaver Street). In 1654 he received from the director-general, Pieter Stuyvesant, a grant of one-fourth of the township of Newtown, on Long Island, now a part of the Greater City of New York; and although most of the grant has long since been disposed of for building purposes, the family have retained the Riker homestead and burying ground, comprising about one hundred and thirty acres of land. Ever since the first settler, members of the family have been prominent in the city and its neighborhood, and several members have served the city, State and country in civic and military offices. Samuel Riker, great-grandson of Abraham Rycken, and the youngest of the three sons of Andrew Riker, all of whom served with excellent records in the Revolutionary Army, was for a long time a prisoner in the hands of the British, and after the war was prominent in civil life on Long Island, serving a term as a member of the State Assembly, and after that being for two terms a representative in Congress. The youngest of his nine children was John Lawrence Riker, who was the grandfather of John J. Riker, and who was a leading lawyer, practising his profession for more than fifty years. His son, John Lawrence Riker, of this historic family, was prominent in the last generation as one of the most successful of the progressive merchants of New York, establishing the house of J. L. & D. S. Riker, of which his son, John J. Riker, is now the head.

The latter was educated in day and boarding schools in the city and prepared for college, but preferred a business career. He went from the Charlier Institute, New York, direct into the office of his father's firm as office boy, August 28, 1876. There he thoroughly learned the business in all its departments and details, and after serving in various capacities of increasing responsibility, he was admitted as a partner in the firm in January, 1888, and so continued until the dissolution of the firm, and the incorporation of its successor as J. L. & D. S. Riker, Incorporated, in December, 1901, when he was elected the first president of the company, which office he continues to hold. The firm has long been one of the foremost in the country in the chemicals trade, and Mr. Riker, who has been the active head of the business for the past

twenty years, has fully maintained the reputation which has been attached to the house from its foundation. There is no business house in New York with a higher standing for commercial probity than that of which Mr. Riker is the head, and the personal and business qualities of Mr. Riker are reflected in the high standard which has always been maintained in the transactions of his house.

Mr. Riker, in addition to his position at the head of this important commercial enterprise, is a director of the Fidelity-Phenix Fire Insurance Company of New York, The Farmers' Loan and Trust Company, The Fidelity and Casualty Company, Atlantic Mutual Insurance Company; trustee, officer and director in several large industrial corporations located in various States; director of the Rye National Bank, Rye, New York; treasurer New York Eye and Ear Infirmary.

Mr. Riker is a Republican in his political affiliations, but he has never held any public office except that of school trustee for the Twenty-first Ward of the City of New York in the early nineties.

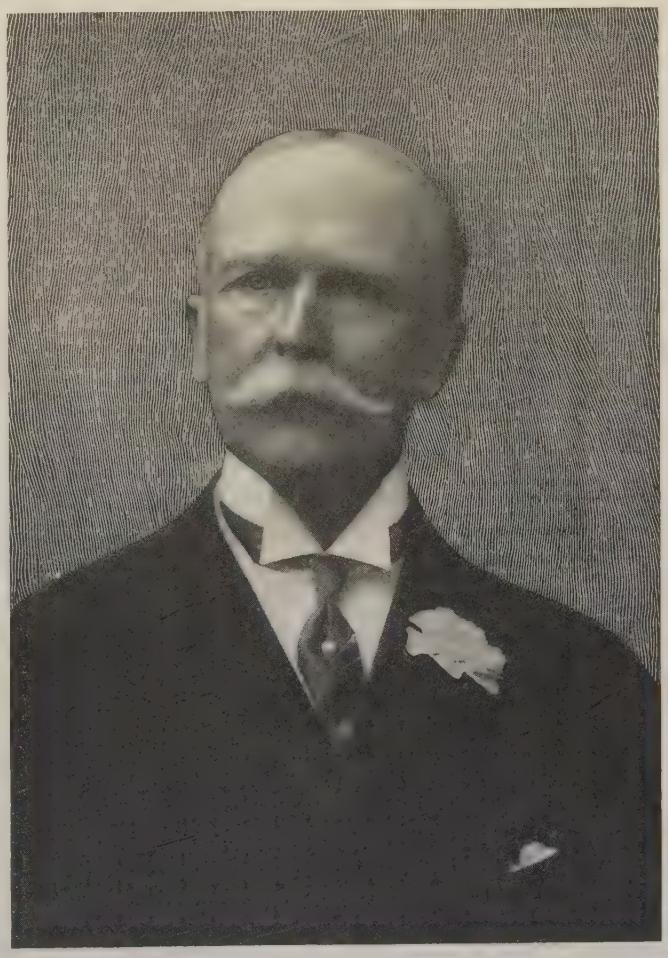
He has, however, had an honorable and prominent military career in the National Guard of the State of New York, in which he enlisted as a private in the Seventh Regiment on May 26, 1878. He was commissioned as aide-de-camp with the rank of first lieutenant on the staff of Brigadier General William G. Ward, of the First Brigade, First Division of the National Guard of the State of New York, on August 18, 1879. He was promoted to be senior aide with the rank of captain, on April 1, 1880; and was commissioned brigade inspector of rifle practice with the rank of major on October 27, 1882, serving until January 9, 1884, when he was commissioned major of the Twelfth Regiment of Infantry, National Guard of the State of New York, so serving until January 14, 1889, when he resigned from the service.

Mr. Riker is a member of numerous societies and clubs. He is a member of the Society of the Cincinnati of the State of New Jersey by virtue of collateral descent from Dr. John Berrien Riker, surgeon of the Fourth New Jersey Regiment of the Continental Line in the Revolutionary War; is also a member of the Society of Colonial Wars, the Sons of the Revolution, Society of the War of 1812, and the Holland Society of New York. He is a member also of the Union and St. Nicholas Clubs, the Down Town Association of New York, the Apawamis Club of Rye, New York, New York Yacht Club, City Midday Club, Automobile Club of America, St. Nicholas Society, the Adirondack League, and of the Rittenhouse Club of Philadelphia. Besides his city residence at 298 Lexington Avenue, he has a country place, "Rock Ledge Farm," near Port Chester, in Westchester County, New York.

Mr. Riker was married, in Brooklyn, New York, April 20, 1881, to Edith M. Bartow.

SAMUEL WILLIAM FAIRCHILD, a leading pharmaceutical chemist of the country, member of the firm of Fairchild Brothers & Foster, was born in 1853 at Stratford, Connecticut, directly descended from Thomas Fairchild, of England, who settled at Stratford in 1632, and from Lieutenant Thomas Elwood, who served under Paul Jones.

Mr. Fairchild was graduated in 1873 from the Philadelphia College of Pharmacy, which, in 1908, conferred upon him also the degree of Master of Pharmacy, in recognition of his effective work in the higher interests of pharmacy, notably while president of the College of Pharmacy of the City of New York, 1890-1896.

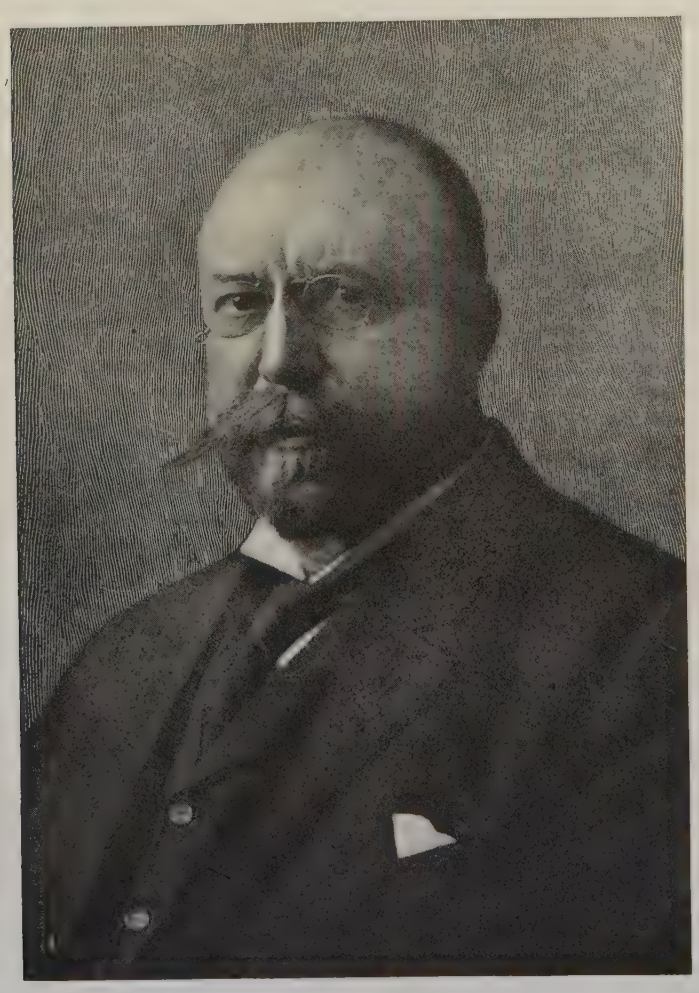


SAMUEL WILLIAM FAIRCHILD

Mr. Fairchild is a member of the New England Society of New York and Society of Sons of the Revolution; was a commissioner representing the City of New York at the World's Columbian Exposition, 1893; a trustee of the Hudson-Fulton Celebration Commission, 1909; is on the Executive Committee of the Bowery Savings Bank; a director of the Market-Fulton National Bank; chairman of Committee on International Trade and Commerce of the Chamber of Commerce of New York; a director of the United States Life Insurance Company; vice president of the Union League Club; member of the Metropolitan, Lawyers', Fulton and Ardsley Clubs, of New York; Travellers' Club of Paris; South Side Sportsmen's Club of Long Island; Virginia Club of Norfolk; president of Princess Anne Club of Virginia; trustee of Fordham Home for Incurables, Sevilla Home for Orphan Children, and Polyclinic Medical School and Hospital.

JACOB PIUS MARIA HASSLACHER, manufacturer, was born in Ems on the Lahn, Germany, July 5, 1852, the son of George and Agnes (Schaeffner) Hasslacher. His father held important official position as administrator of the government bath, parks and buildings in Ems.

He attended elementary and high schools in Ems, and the Gymnasium in Hadamar, a collegiate institution, being graduated in 1872. He served in the Reserve of the Prussian Army, becoming lieutenant.



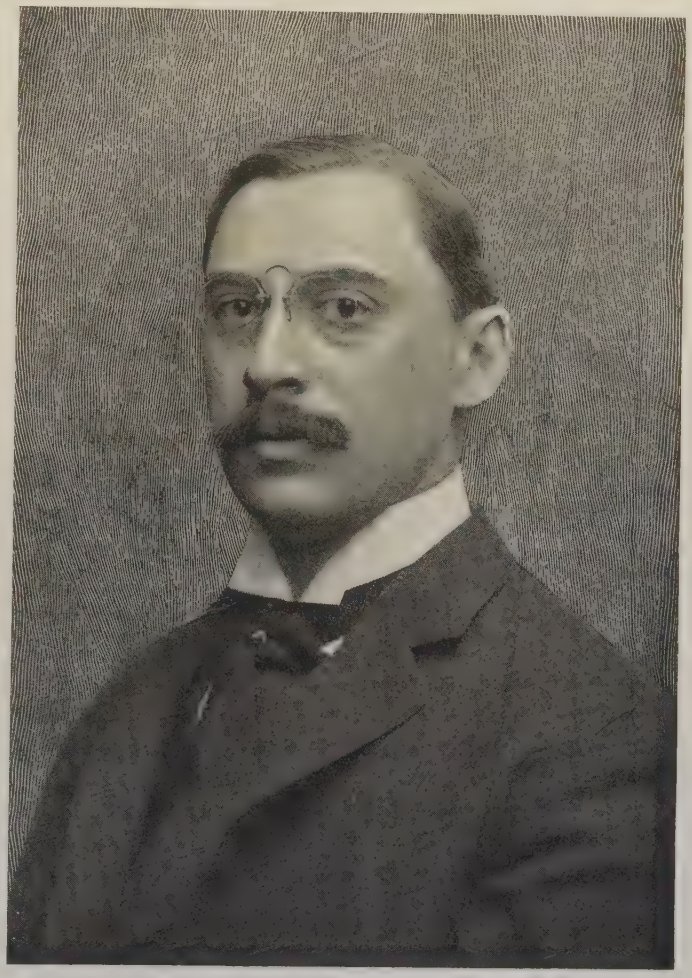
JACOB PIUS MARIA HASSLACHER

He was with the German Gold and Silver Refinery (late Roessler), at Frankfurt on the Main, from 1872 to 1878, then other positions in Germany and Switzerland, coming to New York in 1884, and with Franz Roessler creating the firm of Roessler & Hasslacher, manufacturing and importing chemists. In 1889 the business was incorporated as The Roessler & Hasslacher Chemical Company, of which he has since been president, now one of the largest chemical enterprises of New York. He is an officer in the Niagara Electro Chemical Company, Perth Amboy Chemical Works and Chlorine Products Company.

He is a member of the American Association for the Advancement of Science, Chemists' Club, Drug and Chemical Club, Metropolitan Museum of Art, American Museum of Natural History, and the German Hospital; also of the New York Athletic and German Clubs, German Liederkranz and Arion Society in New York, and the Elka Park Association of Elka Park, New York, where he has his summer home. He married, in Hoboken, N. J., in 1893, Elizabeth Fleck, and has two sons and four daughters.

ISAAC FRANK STONE, president of the National Aniline & Chemical Company, was born in Chicago, Illinois, March 2, 1867, and is a son of Theodore Stone, a merchant, and Mary S. (Owen) Stone. He is of English descent, his first American ancestor, John Stone, having settled in Guilford, Conn., about 1650.

Mr. Stone was educated in the public schools of Chicago; and was married in that city on June 5, 1889, to Mary Louise Peck, and they had two children, Grace H. Stone, born March 12, 1892, and Truman Stone, born October 15, 1894.

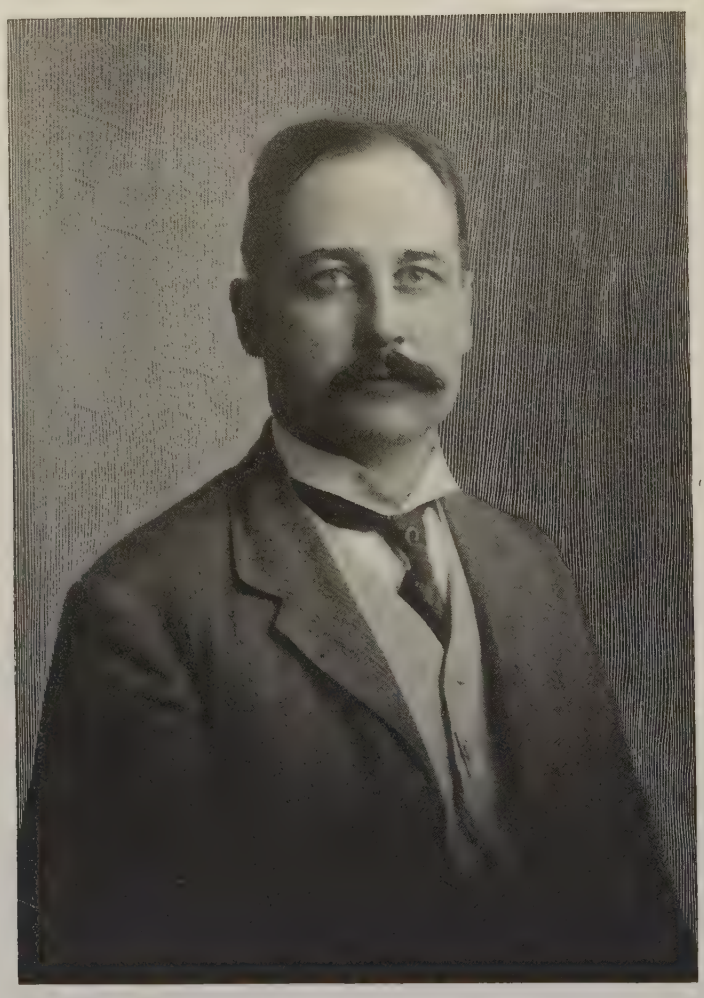


ISAAC FRANK STONE

Mr. Stone removed to New York in 1897 to make it the headquarters of the Stone & Ware Company, previously established by him in Chicago. In 1900 this company was amalgamated with the Schoellkopf, Hartford & Hanna Company, of which he became vice president; and in 1906 he became president of the National Aniline & Chemical Company.

Mr. Stone has become one of the leading representatives of the chemical industry, and is president of the Chemists' Club for the year 1910, is a member of the New York Section of the Society of Chemical Industry, and a trustee of the Drug and Chemical Club. He is a member of the Chamber of Commerce, the New York Board of Trade and Transportation, and several of the leading clubs, including the Lotos, City and New York Athletic.

His office is at 100 William Street, New York City, and his home is in Greenwich, Conn.



CLEMENT COOTE SPEIDEN, JR.

CLEMENT COOTE SPEIDEN, JR., was born in Marshall, Fauquier County, Virginia, May 24, 1866, the son of Dr. Clement Coote Speiden and Ellen Douglas (Norris) Speiden. He was educated by private tutors and at the Marshall Academy and received a technical training at the Coopers Institute Chemical School.

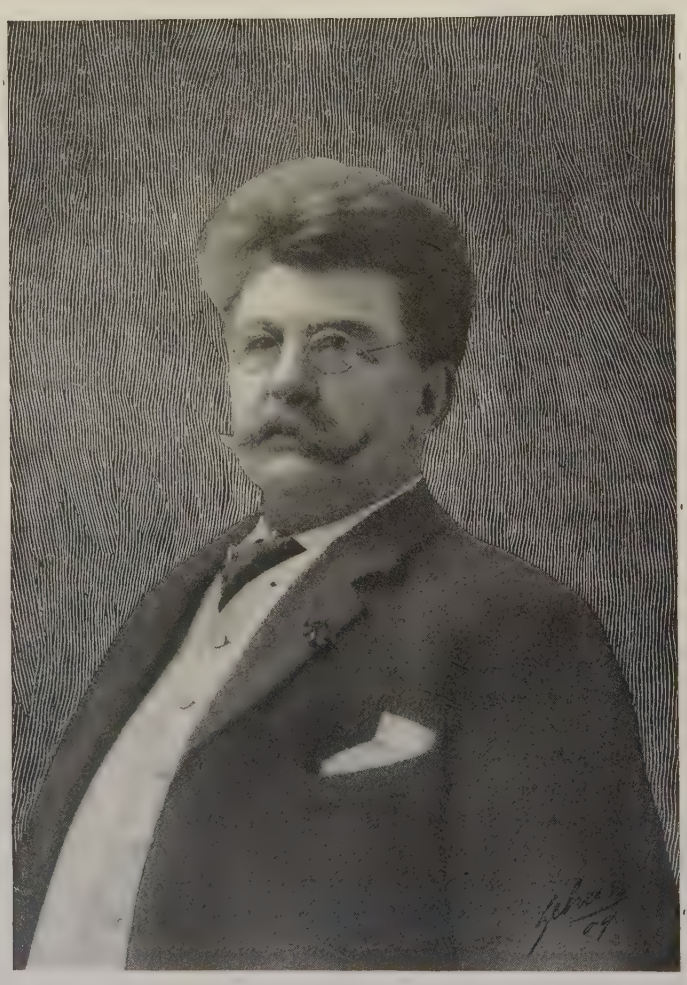
Upon finishing his studies at the Cooper Institute, Mr. Speiden entered the employ of an importing chemical house, and from 1884 to 1905 rose from an unimportant position to a junior partnership in the firm and gained a knowledge that was to make him an important factor in the chemical trade. In January, 1906, he assisted in forming the house of Innis, Speiden & Company, which was incorporated with Mr. Speiden as its president, a position which he has retained since. The corporation succeeded the old firm of Innis & Company, which was established at Poughkeepsie, New York, in 1816, and which had by nearly a hundred years of honorable dealing become one of the most successful and best known houses in the United States, its great development being largely the result of the indefatigable efforts of George Innis, one time mayor of Poughkeepsie, who was known extensively as a banker, manufacturer and philanthropist.

Mr. Speiden's associates in the firm of Innis, Speiden & Company, are George V. Sheffield, who acts as vice president and treasurer, and Marion Speiden, his brother, who fills the position of secretary. The house handles chemicals and colors, as importers, manufacturer's agents and commission merchants, and has branches in Chicago, Boston and Philadelphia. Since succeeding Innis & Company the business of the present firm has been largely increased and its field of operation widely extended, and much of its success is due to the thorough knowledge of Mr. Speiden, gained by his long and varied experience in the business.

Mr. Speiden is of Dutch, Scotch and English ancestry, the first American branch having been founded, in 1645, by William Norreys, who was one of the large number of Stuart adherents who came to Virginia at the time of the Commonwealth in England. His father was a physician in Virginia, in which State the family was prominent in social and professional circles.

Mr. Speiden has traveled extensively in two continents, having at various times toured the Old World and is familiar with all of the European capitals, his firm having business relations with many European manufacturers.

He is a member of various clubs, including the Southern Society, the Reform Club, Monday Night Club, Canoe Brook Country Club, Highland Club, Drug and Chemical Club, and of the Society of Chemical Industry and the Electro-chemical Society. He married, at Hamilton, Ontario, October 12, 1892, Mary Eleanor Wright, and has four children: Clement Leith, Katherine Douglas, John Gordon Ferrier and Eleanor Coote Leith Speiden.



FRANCIS MARION SMITH

FRANCIS MARION SMITH, president of the Pacific Coast Borax Company, has contributed in a valuable degree to American commerce and industry by adding an important item to the list of its commoner commodities. He was born in Richmond, Wisconsin, February 2, 1846, being son of Henry G. and Charlotte (Paul) Smith. On his mother's side he is of an old American family, being a descendant of William Paul, an Englishman, who came to America in 1637, and of Lemuel Paul, who served in the Revolutionary Army.

He was educated in Milton College, Milton, Wis., until 1863, and remained on his father's farm until he reached his majority. He had an ambitious spirit which longed for adventure and a career, and could not be pent up within the narrow confines of a Wisconsin farm. Therefore, as soon as he was of age he left home. About that time Horace Greeley's advice to young men to "Go West and grow up with the country" was bearing deep impress upon the minds and imaginations of the youths of America. So, although his home was comfortable, and his father's farm a good one, he left home in 1867.

Going first to St. Louis, he started from that city up the Mississippi and Missouri rivers to the Territory of Montana, and for five years followed a varied career as prospector, miner and contractor, and continually kept on the alert for any business opportunity. He kept pace with the development of new mining camps in Montana and Idaho, and thence southward into California and Nevada. Every man in the mountain territories of that time had for his chief ambition the discovery of some good mine, and Mr. Smith engaged in nearly every vocation pertaining to mining. He became a contractor for teaming and for the delivery of wood and timber to the mines, and while so engaged in 1872, he discovered Teal's Borax Marsh in Esmeralda County, Nevada.

Miners and prospectors, traveling from place to place in the valleys of the Sierra Country, had cursed their luck for having to pass through an alkali country full of discomforts for a jaded traveler. But Mr. Smith was a college-bred man of alert mind and keen eye, and when he found this large deposit of alkaline material, knew enough to recognize the fact that it was borax, and to have a perception, dim, perhaps, but sufficient to excite him to action, of the possibilities which this discovery opened up to him. Like the rest, he had been seeking for mines of gold and silver; but borax was not to be despised. He secured title to the deposits, and here laid the foundation for the large fortune he now enjoys and began the development of a new American industry.

The market price of borax at that time was thirty-two cents per pound, and the deposits he had discovered aggregated thousands of tons. Mr. Smith

had found his field of opportunity, and at once applied himself to its cultivation. Through his energy and enterprise these deposits were developed, the production increased and the price reduced, thereby greatly augmenting the consumption of the commodity, as many industries were enabled to make use of borax that, up to that time, had been prevented from doing so because of the prohibitive price. At the time of the discovery of Teal's Marsh the total consumption of borax in the United States did not amount to more than six hundred tons per annum. It was a costly chemical. Now the consumption amounts to many thousands of tons and it has become an indispensable article, not only in many industries, but also in the households of America. The Nevada deposits were long since exhausted, the supplies of crude material now being procured from Death Valley, California. The industry is controlled by the Pacific Coast Borax Company, of which Mr. Smith is the president. The trade of this company extends to all parts of the continent, and has shown remarkable expansion.

At an early date in his business career he became a permanent resident of Oakland, California, and he has done much to develop that city, particularly in its electric car system, and also the Key Route Ferry service between Oakland and San Francisco, which is recognized as being one of the model ferry systems of this country. He is also largely identified with the banking interests of Oakland, being president and director of the Syndicate Bank and of the Twenty-third Avenue Bank in that city, and a director in other banks, and is also president of the Realty Syndicate of Oakland, California, and the Oakland Traction Company, the Oakland, San Francisco and San José Railroad, and the Tonopah and Tidewater Railroad. He has offices in the Albany Block, Oakland, California, and his eastern offices are at 100 William Street, New York City.

Mr. Smith has taken an active interest in political affairs as a Republican, and he has several times been elected a presidential elector for the State of California. He is a Congregationalist in his church relations and is a trustee of Mills College, California. His favorite recreation is yachting, and he is a member of the New York Yacht, Atlantic Yacht, and Larchmont Yacht Clubs. He is a member, by virtue of his descent from Lemuel Paul, of the Sons of the American Revolution, and he is also a member of the Union League Club of New York and of the Pacific Union Club of San Francisco, California.

Mr. Smith married, in Oakland, California, January 23, 1907, Evelyn Ellis, and they have two children, Mary Evelyn Smith, born November 8, 1907, and Charlotte Dorothy Smith, born November 25, 1908. Mr. Smith has his home in Arbor Villa, East Oakland, California, and a summer residence at Presdelieu, Shelter Island, New York.

WILLIAM STEELE GRAY, one of the leaders in the chemical trade in New York, is a native of the North of Ireland, of that strong and sturdy race which has given to America so much of its best citizenship. He was born in 1856, the son of John and Sarah Jane (Steele) Gray.

On coming to America, in 1871, he obtained a clerical position, and in 1876 began his connection with the chemical trade. In 1881 he founded the present business, which was carried on under his own name until 1901, when it was incorporated under the title of William S. Gray & Company, with offices at 76 William Street, New York. The house does a large foreign business, making a specialty of wood product chemicals, which they ship all over the world.

WILLIAM STEELE GRAY

Mr. Gray, in addition to being president of his own concern, is a director in a number of other industrial companies; and he is a member of the Chamber of Commerce, The Board of Trade and the Merchants Association.

He is a Republican in politics, and is a member of the Episcopal Church. Mr. Gray served in the Seventh Regiment, National Guard of New York, and is now a member of the Seventh Regiment Veteran Association. He is also a member of the Union League Club, Lotos Club, New York Athletic Club and Chemists' Club of New York City, and of the Greenwich Country Club.

He married, in 1884, Georgia C. Kinney, and resides with his wife and three children at 39 West Fifty-third Street, New York.

HENRY ROWLEY, son of Thomas and Jane (Rose) Rowley, was born in Woodhouse, Leicestershire, England, April 24, 1855, and was educated in the school there and at St. Andrew's School, Derby, England.

He began active life as a newsboy at the Derby railroad station, afterward becoming, successively, clerk in a large iron works, a public accountant, manager of a coal mine, and foreign and domestic correspondent. He came to America in 1889, and soon afterward became the first and only treasurer of the Adams & Sons Company, of Brooklyn; and was selected as secretary, treasurer and general manager of the American Chicle Company, which absorbed the Adams Company and six other chewing-gum factories in 1899. Their products are sold all over the world, the European countries being supplied from the London factory. The Sen-Sen Company was organized in 1909, Mr. Rowley becoming its president, and has six factories and three branch offices.

HENRY ROWLEY

Mr. Rowley married Sarah Cartwright, in Rotherham, England, in 1873, and has two sons, Harry C. and Frederick C., both of whom are married.

Mr. Rowley is a member of the Lawyers' Club, of New York City, and of the Montauk Club, of Brooklyn.

Mr. Rowley is an ardent student of literature and languages, and has delivered many lectures on classic and popular literature in England and in this country. He is also an extensive traveler, and has toured all through all countries of Europe, every State in the United States, and also in Canada and Mexico.

HENRY JONES BRAKER was trained in the school of experience. Entering at eighteen the employ of H. J. Baker & Brother, drug importers, of which his father, Conrad Braker, Jr., was a member, and beginning at the bottom, he worked early and late and rose steadily until he became head of the firm and leader in certain lines of trade, making his business a great success and a factor in the markets of the world. To keen judgment he added perfect self-reliance, and a splendid courage which rendered no undertaking too large or intricate and no opposition too formidable. He had many ventures outside of his firm's business, including some of the largest real estate transactions in the city.

On his social and friendly side he was tender and faithful and was "to those who sought him sweet as summer." He belonged to the Down Town Association, the New York, New York Athletic, and Drug and Chemical Clubs, and the Automobile Club of America.

His charities were wide and munificent, including among the more recent, $10,000 in memory of his father, to St. John's Guild, and $10,000 to the Sheltering Arms as a memorial to his mother.

HENRY JONES BRAKER

In his long-cherished desire to benefit business interests and his fellowmen, Mr. Braker established by a gift of $500,000 The Braker School of Commerce and Finance at Tuft's College, a postgraduate school to fit college men for business; and in memory of his parents gave $1,000,000 to found and maintain a home for Old Men and Women. Surely "his works will live after him."

FRANK TILFORD

FRANK TILFORD, merchant and financier, was born in New York City, July 22, 1852, being the son of John M. and Jane (White) Tilford, one of the original members of the firm of Park & Tilford, established in 1840.

The family of Tilford was a transplantation into Scotland of an older strain from Normandy, the original name there being Taillefer. It comes from the ancient Counts of Angoulême, who were the founders of the family, and was conferred by Charles the Bald of France upon Guillaume de Taillefer, because of a remarkable act of strength and valor performed by him in war in the year 916. From him the family line is traceable, without a break, to the present generation. When some of the family settled in Scotland the name became Tilford, and it was from that branch that it came to this country. James Tilford, from Scotland, came to the Province of New York about the middle of the Eighteenth Century, and settled at Argyle, near Albany. He became a soldier in the Patriot Army and served through the Revolutionary War. His son, also named James Tilford, was a captain in the War of 1812, and was father of John M. Tilford, who became one of the foremost merchants of the City of New York, to which place he came in 1835 at the age of twenty years, and five years later, with Joseph Park, established the now nationally famous grocery house of Park & Tilford.

Frank Tilford, his son, received his early education in the public schools and completed his studies at Mount Washington Collegiate Institute. It was thought at the time that he should embrace a profession, but this not being in accord with his wishes, Mr. Tilford entered his father's establishment and began his apprenticeship at the very lowest rung of the ladder.

He applied himself zealously to the duties assigned him, and steadily advanced in the firm, of which he became a junior partner, and later, upon its incorporation in 1890, a director of the company; his father, John M. Tilford, being at the same time elected vice president and director of the company. To that office Mr. Frank Tilford succeeded upon the death of his father, January 7, 1891.

On June 1, 1906, he bought all the outstanding interests, became president of the company, and assumed the active general management of the entire business. While the house of Park & Tilford has prospered steadily from its inception seventy years ago, its progress since Mr. Tilford has been at its head has been especially great, and to-day it is conceded to be the leading house in its line in the world.

Mr. Tilford has been identified in a constructive and executive way with many other enterprises; and in 1874, at the age of twenty-two, he was elected a director of the Sixth National Bank of New York, being the youngest bank director in the city; and he later became a trustee of the North River Savings

Bank. In 1889, in association with George C. Haven, he organized the Bank of New Amsterdam, which afterward became the New Amsterdam National Bank. Mr. Tilford was elected vice president of the institution, and in 1896 became its president. In 1901 he sold his interest, the deposits of the bank having increased sevenfold during his presidency, and the market price of the stock from $150 to $725 per share.

He organized and established the Fifth Avenue Trust Company, but afterward sold his interest; and in 1902 organized the Lincoln Trust Company, of which he became vice president, and later president and chairman of the Executive Committee, but retired from the executive management of the institution in 1908, in order to concentrate his entire attention upon his large and constantly expanding mercantile interests.

Mr. Tilford is a Republican in politics and was a presidential elector in 1900, but has never aspired to a political career. He was a member of the Executive Committee of the Grant Monument Association, and was very successful in helping to raise money to complete that great memorial.

In addition, he has been actively identified for a long period with many charitable, patriotic and other public organizations. Realizing that the precepts of early life almost invariably become the fixed principles of maturity, Mr. Tilford, in 1901, donated to each of the public schools of New York a large bust of General George Washington, believing that the constant presence in the schoolroom of a concrete image of "The Father of His Country" would do much to instill in the minds of the young a love of country, inspire lofty ideals, and promote a spirit of true patriotism. For many years, the Christmas dinners to the newsboys and to the "little mothers" have been an important event in philanthropic circles.

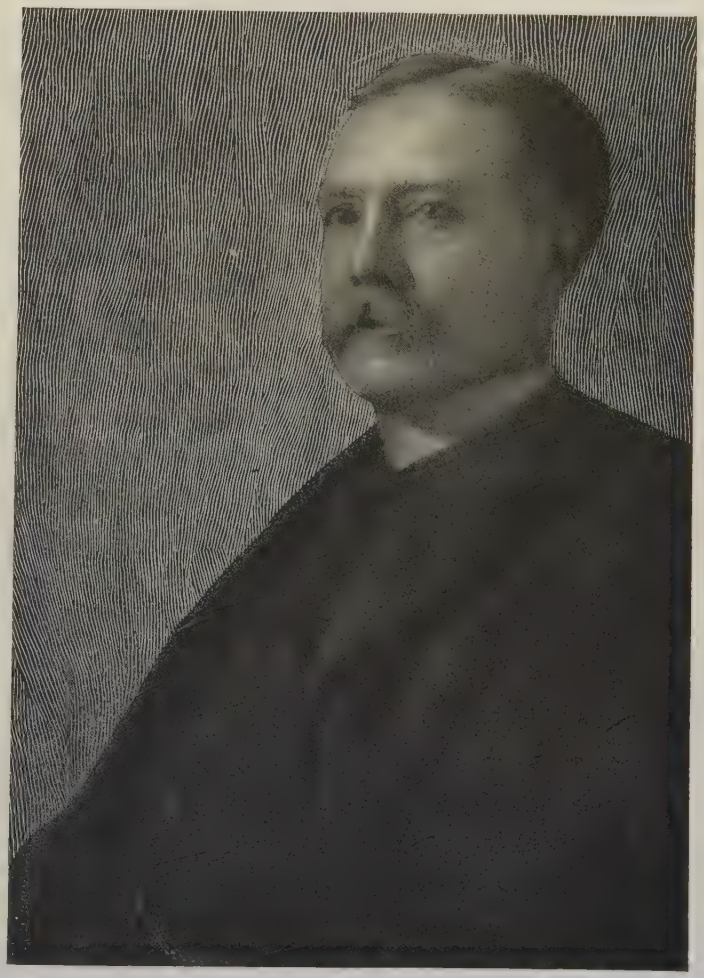
Mr. Tilford is a director of the Manhattan Eye, Ear and Throat Hospital; New York School of Applied Design for Women; trustee of the New York Historical Society, and a member of the Advisory Committee, National Association for the Prevention of Mendicancy and Crime. He is a member of the Chamber of Commerce, the New York Zoölogical Society, New York Botanical Gardens, Sons of the Revolution, Colonial Society of America, Sheriff's Jury, and is a life member of the New York Genealogical and Biographical Society.

Yachting is Mr. Tilford's favorite recreation, and he was commodore of the Indian Harbor Yacht Club three terms, declining a fourth nomination.

In addition, he is a member of the New York Yacht and Larchmont Yacht Clubs, Automobile Club of America, Automobile Club de France, Touring Club de France, and of the Union League, Lotos, City Lunch, Press, Pen and Republican Clubs of New York; Country Club of Lakewood, Rumson Country Club, and is a life member of the New York Athletic Club.

JOHN C. JUHRING, merchant, was born in New York, son of John C. Juhring, real estate operator, and of Lena (Stuke) Juhring.

September 22, 1873, he entered the employ of Francis H. Leggett & Company, importing and manufacturing grocers. He advanced rapidly from one position of trusst to another, was admitted to partnership in 1892, became vice president and secretary when the business was incorporated in 1902, and February 4, 1910, president of the company, succeeding Francis H. Leggett, deceased.



JOHN C. JUHRING

Mr. Juhring was a charter member of the Merchants' Association of New York, and vice president upon its organization in 1879. Through his public-spirited efforts more than two thousand out-of-town merchants visited New York in 1904 as guests of Francis H. Leggett Company, were royally entertained and shown the great business structures and enterprises of New York. Many of them became so impressed with the superior commercial advantages of the city that numerous permanent trade connections were built up. In this connection a leading city paper said, "If all Gothamites had Mr. Juhring's public spirit and energy, New York would be the best-advertised city in the world."

He is a director of the Coal and Iron National Bank, American Can Company of Maine, Seacoast Canning Company, and trustee of the Citizens Savings Bank; member of the Merchants' and Ardsley Clubs.

Mr. Juhring married, in New York, October 19, 1901, Frances Bryant Fisher, and they have a son, John C. Juhring, 3d, born August 30, 1902.

GEORGE GENNERICH

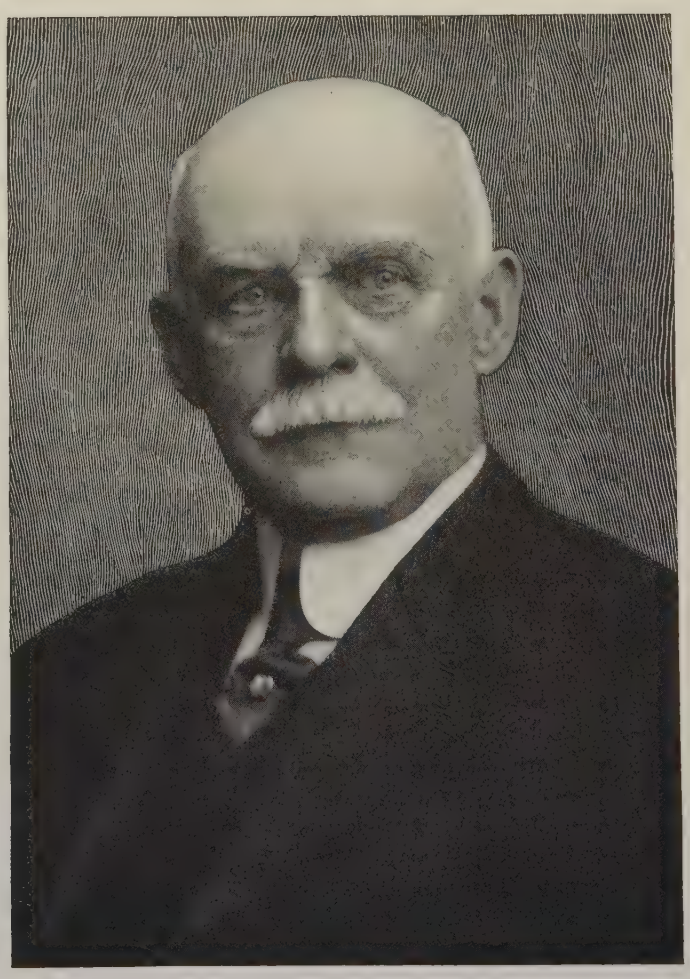
GEORGE GENNERICH, a leading representative of the wholesale grocery business of the metropolis, is like many of our other successful merchants, a German by birth and lineage. He was born in Scharmbeck, Province of Hanover, November 27, 1853, being the seventh son of Christian Frederick Gennerich, woolen goods manufacturer, and Gesiene (Jantzen) Gennerich. In accordance with an ancient custom of that kingdom, where there is a seventh son and no sisters, King George of Hanover became the godfather of Mr. Gennerich at his christening.

He received a sound education in public and private schools, including valuable instruction in the English language, which made his way easier when he came to New York, in 1868. He began in the wholesale grocery business, as office boy, in 1869; making steady advancement in the business year by year, and becoming, in 1883, junior partner of the firm of A. J. D. Wedemeyer & Company.

Three years later he established the firm of Gennerich & Liss, Mr. Liss retiring in 1889 from the firm, which then became Gennerich & Von Bremen, of which Mr. Gennerich has been the head ever since. The house has prospered, steadily enlarging its business, and enjoys an enviable standing in the wholesale grocery trade of New York City as also throughout a number of States in the Union. The firm occupy commodious business premises at 330 and 332 Greenwich Street and 30 Jay Street, New York City.

Personally, Mr. Gennerich holds an especially representative position in the trade, particularly in connection with the New York State Wholesale Grocers' Association, which is one of the foremost mercantile organizations of the United States. He was first vice president of the association, 1908-1909, and he was elected to the presidency of that organization for the term beginning in January, 1910. He is also a director and an executive officer in the National Wholesale Grocers' Association, a member of the New York Board of Trade, and a member of the Merchants Association.

Mr. Gennerich, who was reared in the Lutheran Church, has always been deeply attached to that communion, and he has been an active member of St. Lucas Lutheran Church, in New York City, continuously since he came here, in 1868. Mr. Gennerich married, in New York City, September 28, 1876, Emma R. Brown, who was also at that time, and has been since, a member of the same (St. Lucas Lutheran) church, in which church they were married. They have three children: a daughter, Annie R., born December 29, 1877; and two sons, William Brown, born May 15, 1880, who married, March 28, 1910; and George, Jr., born March 23, 1885, and married November 18, 1908. Mr. Gennerich formerly had a home in New York City, but sold it five years ago and purchased an old landmark in Passaic, N. J., which he changed into one of that city's fine residences.



CHARLES WALTER MCCUTCHEN

CHARLES WALTER McCUTCHEN, who enjoys well-earned distinction as a merchant in New York City, was born in Williamsburg, New York (as the Eastern District of Brooklyn was then called), January 2, 1845, the son of William Moore and Eliza (St. John) McCutchen. His lines of ancestry, on both sides, are Scotch-Irish, his earliest American ancestor having come to America in the latter part of the Eighteenth Century. Mr. McCutchen's father was long a successful contractor in Brooklyn.

Mr. McCutchen was educated in the Polytechnic Institute of Brooklyn, being graduated in the Class of 1862, and he thereafter entered upon a business career. In 1879 he entered as a partner the flour and grain firm of Holt & Company, with which he has ever since been continuously connected, and of which he has now for some years been the senior member.

Although New York has been a business centre for nearly three centuries, the number of business houses that have been in continuous existence for more than one of these centuries does not probably exceed a dozen, but among them is that of Holt & Company, which has been carried on with a record of honorable success ever since it was established in this city in 1802. Its trade, which is principally with foreign countries, has grown with the growth of New York, and the sound and conservative methods which have given it prestige and honor in the past have been steadily maintained under Mr. McCutchen's direction. His long experience and executive ability have well upheld the excellent repute of this old-established house.

He is a director of the Corn Exchange Bank of New York, the Plainfield Trust Company of Plainfield, New Jersey, and of the People's National Bank of Westfield, New Jersey, and a director, secretary and treasurer of the Adirondack Company. He is a member of the New York Produce Exchange, and of the Maritime Exchange of New York, and of the Chamber of Commerce of the State of New York.

He is a Republican in his political views, but independent, and has never sought to enter public life; and his religious affiliations are with the Baptist Church. He is fond of travel, and has gratified his tastes in that direction by several visits to Europe, and trips to Egypt, to the West Indies, the Pacific Coast, and elsewhere. Among his favorite recreations are sailing, golf, riding and driving. His home is at Plainfield, New Jersey, and he has a country place at Lake Placid, New York.

He is a member of the Metropolitan Museum of Art, the New England Society in New York, the Union League Club, Atlantic Yacht Club, National Arts, Plainfield Country, Park, Park Golf, and Lake Placid Yacht Clubs.

Mr. McCutchen married, at Annapolis, Maryland, April 28, 1880, Mary Isabella Simpson, and they have two children: Magaret Wilson McCutchen and Brunson Simpson McCutchen.

SAMUEL TATE MORGAN

SAMUEL TATE MORGAN, president of the Virginia-Carolina Chemical Company, was born in Wake County, North Carolina, May 15, 1857, son of Samuel Davidson and Talithia Adaline (Tate) Morgan. He is a descendant of the old Virginia Morgan family. His grandfather was Stevens Morgan, who married Mary, daughter of General Chambers, of Person County, North Carolina, and his father, Samuel Davidson Morgan, who was born in Virginia, moved to Wake County, North Carolina, in 1851.

Samuel Tate Morgan was educated in Horner's Military School at Oxford, North Carolina, and Bingham's Military School, until he was seventeen years old, when he returned to the home plantation, farming and manufacturing tobacco, but afterward took up merchandising and the lumber business, until 1879, when he located at Durham, North Carolina, in the wholesale trade in grain and provisions, also doing a commission business in fertilizers.

Conceiving the idea that fertilizers could be made in Durham as well as at other places, especially as tobacco stems, a waste product of the Durham factories, were known to be rich in phosphates and especially valuable as a fertilizer for tobacco crops, he associated with himself Eugene Morehead, of the Morehead Banking Company, and his brother, William M. Morgan, who was cashier of the same company, forming a partnership under the name of Durham Fertilizer Company. Mr. Morehead died in 1889, and a stock company was formed with Mr. Samuel T. Morgan as president. Branches were later established at Richmond, Virginia, and Blacksburg, South Carolina.

He organized the Norfolk and Carolina Chemical Company, with a large plant at Norfolk, Virginia, entirely controlled by the Durham Fertilizer Company. In 1895 he organized all the fertilizer companies of Virginia and North Carolina into the Virginia-North Carolina Chemical Company, with a capital stock of $5,400,400, the output then being 100,000 tons of fertilizers annually; bought large fields of phosphate deposits, and also, because of the value of cotton seed as a basis for fertilizers, secured control of many cotton seed mills; and purchased large beds of mineral deposits in Europe and Mexico. The company now has a capital of $46,000,000, and is the largest industrial organization of any kind in the South. Mr. Morgan is president of the company and of its subsidiary companies, the Southern Oil Company and Charleston (South Carolina) Mining and Manufacturing Company.

He is still a citizen of North Carolina, though he spends most of his time in Richmond, Virginia, where he has a residence. He is a member of the Westmoreland, Commonwealth and Deep Run Hunt Clubs of Richmond, and the New York Yacht, Calumet and Manhattan Clubs, of New York.

He married, in Wake County, North Carolina, in 1875, Sally F., daughter of Hon. George W. and Francis (Crenshaw) Thompson. They have three children: Alice Blanche, Maude Crenshaw, and Samuel Tate, Jr.

JOHN WESLEY DEKAY

JOHN WESLEY DEKAY, capitalist, was born July 20, 1872, son of John and Elizabeth (Ellsworth) DeKay. He is a descendant of an ancient family of Picardy, France, whose central fortress was the famous Chateau de Coucy, built in the Tenth and greatly enlarged in the Thirteenth and Fourteenth Centuries. He belongs to a Protestant branch, driven from Ghent by the Spanish Inquisition in the Sixteenth Century, seeking refuge first in London and later in Haarlem, Holland. The head of this branch, Guillurme DeKay, was one of the lord directors of the Dutch West India Company, and his son Willem, born in London, educated in Haarlem, was the first of the family to settle at New Amsterdam in New Netherland. He was the fiscal or treasurer of the colony in 1641. His descendants were large landowners and merchants, common councilmen, etc., in early New York. The name of one of his descendants, Teunis DeKay, appears in the list of original assistant aldermen of the City of New York in the Dongan Charter of 1683, and that of Jacob DeKay and his wife, Hildegond Theunis, appear in the list of members of the Reformed Dutch Church in New York, as living in Beurs Straat (Exchange Street) in 1683, as returned by the pastor, Domine Selyns.

The immediate ancestor of John W. DeKay was Michael, fourth son of Colonel Thomas DeKay, of Wawayonda, who served as colonel of the Orange County Horse in the old French War. Michael DeKay had farms in Sullivan County. John Wesley DeKay's grandfather, Richard DeKay, moved to White Lake, New York, where, on March 5, 1832, his father, John DeKay, was born. He moved to Illinois, and westward, in the early sixties, to Iowa, settling on a farm near Newhampton, in Chickasaw County, where John Wesley DeKay was born, and in that wholesome atmosphere he was reared.

He received a thorough education in the public schools. At the age of sixteen he had learned the printer's trade, and at the age of nineteen he became owner of a newspaper, the Whitewood Plaindealer, in the Black Hills of South Dakota. He subsequently purchased other Black Hills newspapers and conducted them with great success and a considerable degree of business ability until he was twenty-five, at which age he purchased several daily and weekly newspapers near Chicago, and edited and published these papers for two years. During the same period he operated a large cattle ranch north of the Black Hills, of which he had also made a marked success. Thus, until twenty-seven years old, he had devoted his life to ranching and journalism.

At the age of twenty-seven Mr. DeKay sold his ranches and newspapers and began his work with the Mexican Government, arranging with that government the concessions which were to become the foundation of one of the most important food industries in the world.

Before entering into his agreement with the government, Mr. DeKay made a thorough study of the resources of Mexico. This work involved long

journeys on horseback over the mountains and through vast sections of the country not traversed by railroads, but it afforded him a practical knowledge of the agricultural and grazing situation in every part of the republic. This thoroughness of preparation has characterized all of his work from boyhood, and has been a leading factor in the success which has at all times attended his endeavors.

Three years later, or in 1902, he organized the United States Packing Company, and under agreements made by him with the Mexican Government, his company was changed to the Mexican National Packing Company and given special and exclusive concessions for building and operating of modern packing houses, refrigerator car line, cold stores, and retail distributing branches in various parts of the Mexican Republic. The Cold Stores and modern methods of handling perishable food put into operation by this company were the first to be constructed in Mexico and are the only ones now existing in that republic.

This system was installed by Mr. DeKay's company under his personal direction, and in the year 1909 in one of its plants in Mexico his company slaughtered and prepared for food under its modern methods, more than half a million head of cattle, pigs and sheep. The operations of the company have given Mexico an unexcelled meat supply and have in numerous ways been of national importance and benefit. The beneficial results which have attended its operations called forth special, favorable comment in President Diaz's annual message to the Congress of Mexico, in 1908.

Mr. DeKay is the founder and president of the company. Its share capital is $22,500,000, and it has outstanding $10,000,000 bonds and debentures. Its plants, branches, delivery system, car line and shops are known to be the equal, if not superior, to anything of the kind in the world, embodying, as they do, the advantage of all previous experience and progress in the packing industry. The company is making regular shipments of its produce to the markets of Europe, where they have established an excellent reputation.

Mr. DeKay has traveled extensively. He is a member of the Algonquin Club, Boston; Lawyers' Club, National Arts Club, and City Club, of New York.

Large and active as Mr. DeKay's business activities have been, he has still found time to give rein to his literary tastes, and he is the author of several books, the two latest being Longings (published by Duckworth, London, in 1908), and The Weaver (published by Humphreys, London, in 1909).

On July 15, 1897, he married Anna May Walton. They have three children: John Walton, Anna Walton and Elizabeth Walton DeKay.

Mr. DeKay is widely and internationally known as a man of great executive ability and capacity as an organizer and operator of large affairs.

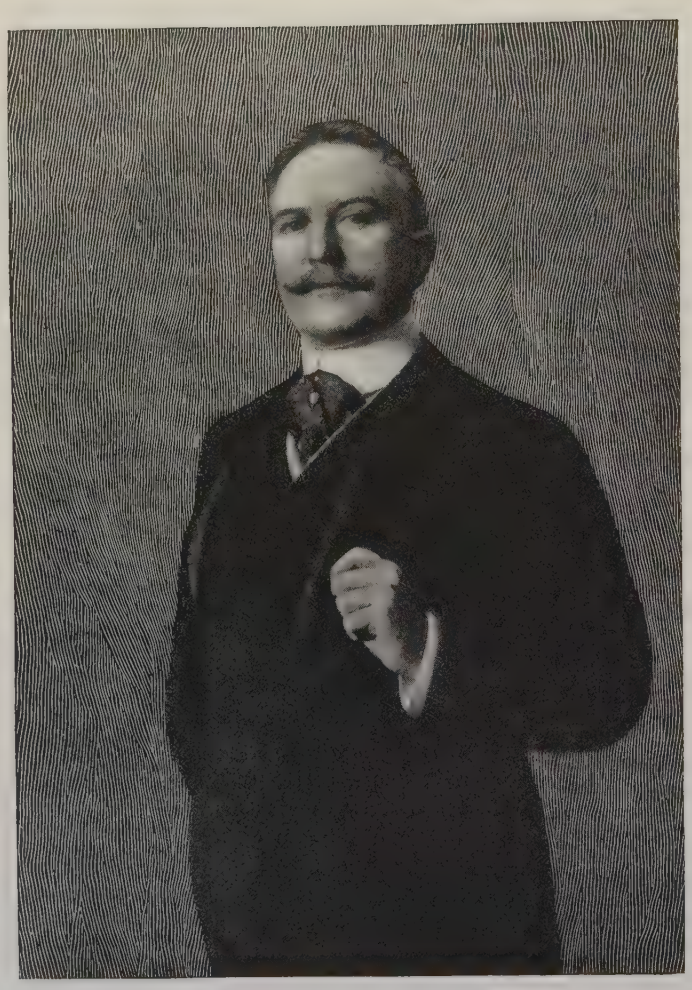
WILLIAM MADDOX TOMLINS, Jr., was born in Brooklyn, New York, July 27, 1878, the son of William M. and Sarah A. Tomlins. He was graduated from the Brooklyn High School in 1884 and immediately secured a clerical position with the Lawyers' Surety Company of New York. He successively acted as agent for the American Bonding Company, and the United States Fidelity and Guaranty Company, gaining valuable experience. He was made assistant secretary of the Empire State Surety Company in 1902.

WILLIAM MADDOX TOMLINS, JR.

This company was young and struggling at this time, having a capital of about $125,000 and annual premium receipts of only $12,960. Mr. Tomlins was young and progressive, and his activity for the company led to his rapid promotion, being made secretary in the second year of his service, vice president and secretary the following year and president in 1907, when but twenty-eight years of age and after only five years of service.

These years, however, showed the result of Mr. Tomlins' labors, the company now having a capital of $500,000, with assets of over $1,200,000, and an annually increasing business that places it at the head of similar corporations. Mr. Tomlins is a member of the Underwriters' and the Lawyers' Clubs of New York City, the Manufacturers' Association of Brooklyn, Brooklyn Lodge, Benevolent Protective Order of Elks, Adytum Lodge of Masons, and of Aurora Grata Consistory of Brooklyn.

He married, in 1899, Charlotte A. Gardner, of Brooklyn, and has two children: William M. Tomlins, 3d, and Mabel A. Tomlins.



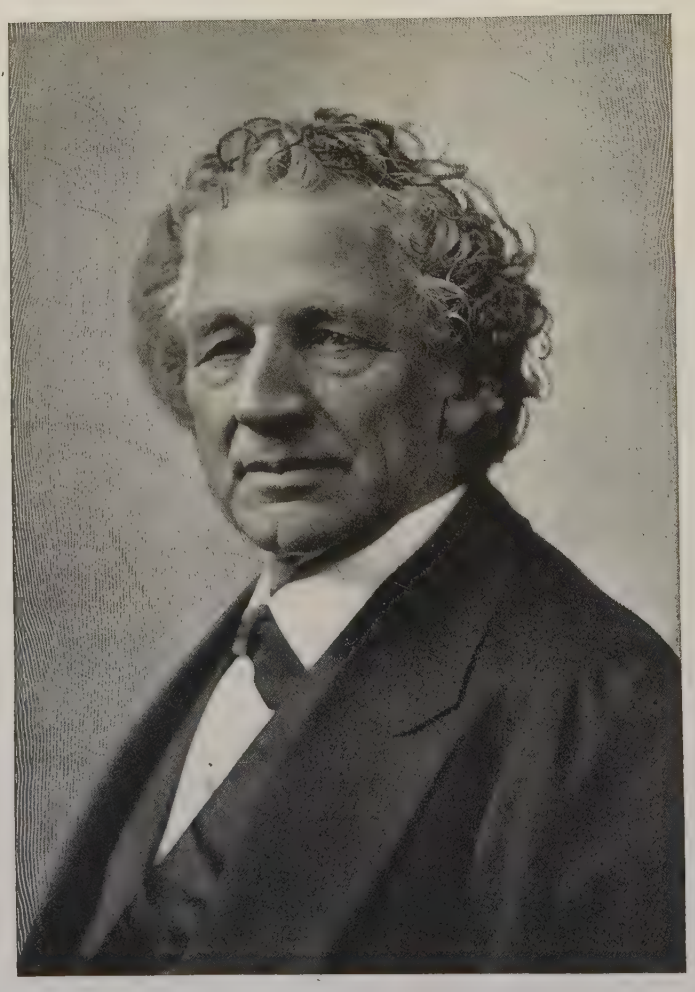
CLAUS AUGUST SPRECKELS

CLAUS AUGUST SPRECKELS, president of the Federal Sugar Refining Company, was born in San Francisco, California, in December, 1858, the son of Claus and Anna (Mangels) Spreckels. His father, the late Claus Spreckels, was one of the band of the notable Germans who came to America after the revolutionary movement in Germany in 1848. He became one of the great figures in American industry, head of the Spreckels & Company sugar-refining interest, with practical control also of the production of raw sugar in the Hawaiian Islands.

His son, Claus August Spreckels, was educated in public and private schools in San Francisco, his education being directed with special reference to preparation for a commercial career. He entered the sugar business in 1873 in connection with his father's enterprises, and has been actively engaged in that interest ever since, in every department, from the growing of sugar cane to refining. He passed through various preparatory positions in connection with his father's enterprises in San Francisco, and when, in the early days of the historic battle between his father and the Sugar Trust, the Spreckels Refinery, in Philadelphia, was established in order to combat the Trust on the Eastern Seaboard, he was placed in charge of that plant and for years maintained a sturdy fight against the persistent and strenuous efforts of the Trust to secure a monopoly of the trade. When his father finally admitted the Trust into a share in the Spreckels Refinery it was against the wish and protest of Mr. Claus A. Spreckels, who then and since maintained and still adheres to a policy of absolute independence of Trust domination. He started at once an enterprise of his own which developed into the organization, in 1902, of the Federal Sugar Refining Company, which is the only independent sugar-refinery enterprise of any important proportions in this country. Its plant at Yonkers, New York, is one of the largest and is the most modern and improved in the country, with dock facilities and ten large warehouses equal to every demand. The office is at 138 Front Street. Mr. Claus A. Spreckels is the president and the active head of the company, which has been successful from the first. He knows the sugar business in all its details, and possesses every qualification of ability and experience requisite for its successful prosecution, and the fearlessness and courage to maintain the independent ground to which he has firmly adhered, and the victorious stand which he has always held against monopoly of the industry.

In politics he is a low-tariff Republican, but he has never held nor sought public office. He is a member of the German Club, The Lambs, and Down Town Association. He resides at the Plaza Hotel.

Mr. Spreckels married, in San Francisco, in 1883, Orville Dore, and they have a daughter, Lurline, born in 1884, and married to Spencer Eddy, late United States minister to the Balkan States and to the Argentine Republic.



BENJAMIN TALBOT BABBITT

BENJAMIN TALBOT BABBITT, manufacturer, capitalist and inventive genius, who gained great distinction in business and other activities under the abbreviated name of "B. T. Babbitt," was born in Westmoreland, Oneida County, New York, in 1809. He was a descendant of Edward Bobbitt (1), one of the earliest settlers in Massachusetts, through his son Ellsanah (2); his son Benjamin (3); his son Jonathan (4), who was born at Berkeley, Massachusetts, in 1729, and settled in Connecticut about 1765; his son Nathaniel (5), being father of Benjamin Talbot Babbitt.

Nathaniel Babbitt and William, his brother, settled about 1792 in what is now known as the town of Paris, Oneida County, New York. Nathaniel Babbitt married Betsy Holman, daughter of David Holman, who had come from Middlesex, Connecticut, and was one of the early settlers of Oneida County, operating a grist and sawmill at what is now Holman City. Nathaniel Babbitt and his wife later settled in Westmoreland, Oneida County, and had three sons, of whom B. T. Babbitt was the youngest, and three daughters. Nathaniel Babbitt carried on farming and had a blacksmith shop in connection.

In those pioneer days, the educational facilities of Oneida County were of the most meagre description, and Mr. Babbitt's youth was chiefly spent in hard work upon the home farm and at the forge until he was eighteen years old. He had an inquiring and ingenious mind. His first money was made by borrowing a piece of brass wire, which he fashioned into a noose, by means of which he snared fish in a stream. He sold the fish, bought powder and shot with the proceeds, and, with a borrowed muzzle-loader, would tramp the woods of Oneida County with a boy friend, shooting squirrels. The sale of these pelts added to the boys' income, and they increased their gains by the use of snares and traps.

In the work on the paternal farm, Mr. Babbitt acquired an exceptional physical development, besides unusual dexterity and capacity in the more difficult farming operations, and his services on the farm were so valuable that when he decided to leave it, at the age of eighteen, his father demurred. To overcome the paternal objections, the lad agreed to pay his father $500 annually for five years. For two winters he worked in a lumber camp, and in summer hired out to machinists, making an eager and effective workman, anxious for the procurement of the expert skill which should give full play to his constructive genius and enable him to give form and expression to the inventive ideas that were constantly being evolved from his creative mind. In about three years he had become a thoroughly competent wheelwright, machinist, steam-pipe fitter, file maker; and a blacksmith of such expert skill that he could perform the difficult feat of welding a steel edge on a drawing knife.

Anxious for technical knowledge, Mr. Babbitt worked out a proposition by which he, promising to ring the bell for them, induced the boys in the shop

to rise and come to work an hour earlier, so that they could quit an hour sooner on two days of the week, and induced the professor of chemistry in Clinton College to come to Utica on those days, to instruct these boys; and in this way made himself master of a great store of knowledge of chemistry and physics which he afterward applied with telling effect.

Once, visiting a mill where the water was forced into a tank by a crudely made ram, the pipes being constructed by hollow logs bound together, he was told that occasionally a log would burst near the ram. Mr. Babbitt showed the man in charge how, by placing on his pipe line an upright, hollow log with a closed top, he would secure a steady and unhindered flow of water into his reservoir, without further trouble from the splitting of pipes.

By frugality and careful saving, Mr. Babbitt acquired sufficient funds at the age of twenty-two to establish a small machine shop at Little Falls, New York, where he engaged for twelve years in the manufacture of pumps and engines and various specialities. Among other things, he assembled a mowing machine, which was one of the first put together in the country. It had one merit above its predecessors, in the fact that it would mow.

After the freshets at Little Falls destroyed his modest plant for the second time, Mr. Babbitt decided to start a more dependable business. He came to New York with $500 in cash, leaving notes due him aggregating over $5000 in the hands of a friend at Little Falls, for collection. He made the collections, but proved that he was a friend no longer, as Mr. Babbitt never received the money.

Mr. Babbitt's first business in New York was the manufacture of bicarbonate of soda, for which he developed an entirely original process which enabled him to build up an immense trade in the product, for which he gained a national reputation. Mr. Babbitt also outstripped his competitors in selling methods and pushed his business by many ingenious expedients. He invented a Star Yeast Powder, which was one of the first baking powders made; and rapidly added many profitable specialties: soap powder; soap of several brands (including a baby toilet soap), and other goods which became very popular.

Mr. Babbitt displayed genius in the original methods which he employed to keep his product before the public, inventing advertising plans then unique and unprecedented, but now made stale by hundreds of laggard imitators. Besides the advertising for which he paid regular rates, he secured free advertising by many ingenious ways. When he bought $68,000 worth of Normandy horses at a single purchase, nearly every paper in the country made mention of it, with more or less comment. He was one of the earliest, perhaps the first, to introduce new goods by giving them away; and when a new brand of soap or other article was introduced, there could be found at every ferry one of his large four-horse trucks, from which a full-sized cake or pack-

age was handed to every person that crossed. By bold and striking methods the name of "B. T. Babbitt," and his favorite slogan "For All Nations," became familiar to everyone in the United States. It appeared over the door of each Broadway stage, he being the first to use this method of advertising. He was also the first person who used pictorial advertising. His six kettles for boiling soap, with an aggregate capacity of 3,500,000 pounds, requiring $216,000 worth of material to fill them, became noted, nation-wide, as among the greatest curiosities of New York, and the consumer was never permitted to forget that he had the largest and most completely equipped factory in the world. He established, in 1871, at Whitesboro, N. Y., in his native county, large machine shops, where he made many experiments and worked out to a finish many original problems. There he spent his summers, and gave advice and suggestions to engineers or others who felt they could profit by telling their need to this resourceful man, who never denied or begrudged help to anyone, and was always ready to lend his aid in solving engineering problems and difficulties.

The story of Mr. Babbitt's ability as an inventor can be had by taking a cursory glance at his inventions recorded in the Patent Office from 1842 to 1889, aggregating 108 patents issued to him for his own inventions besides several patents assigned to him. His first patent was for a pump and fire engine, dated October 7, 1842, and followed by a brush-trimming machine, 1846; a car ventilator, 1855; an enema-giving apparatus, 1857. During the Civil War period his thoughts turned toward the invention of ordnance, of armor plates for ships and other batteries, and of improved construction of iron vessels.

Six patents were granted for the use of steam, which include heaters, and a particular evaporating apparatus to be used with exhaust steam. Eight patents were allowed him for new types of steam boilers; and others for an automatic boiler feeder, apparatus for cleaning steam generators, a grate for steam generator and other furnaces, and a gas-generating apparatus. Of various types of engines and their accessories are to be found gas engines, rotary engines, packing for stuffing boxes, balance valve, heater for locomotive engine, steam condensing and feed water heating apparatus, a bucket wheel for rotary engine.

Of special interest to Mr. Babbitt was machinery for the use and control of air. He invented an air pump, air compressor, wind motors, rotary blowing apparatus, rotary pumps, air gun, pneumatic propulsion of vessels, hot air furnace attachment, and air blast for forges.

Patents were also granted for the extraction of glycerine from soap lyes, boiling soap under pressure, bleaching of palm oil, etc.; soap-boiling apparatus, process for coating alkali, apparatus for manufacture of soap. Sev-

eral patents were allowed for the steering and propelling of vessels, ordnance and ordnance projector, fire-extinguishing apparatus, axle of railway cars and vehicle axle, breaking and grinding apparatus, mold for casting chilled tools and a mold for casting gun barrels; combination of elevated and canal railroad; also various patents connected with the manufacture of bicarbonate of soda; packages for caustic soda; a process for preserving coffee (two patents); a vessel for the formation of ice; a sadiron heater, and other articles.

Of this varied and broad scope of inventions, several have a special interest. An armored fighting craft with steam controlled steering gear and the vitals protected by coal bunkers, carried a screw at the bow and stern so that the vessel might be propelled in either direction or turned almost on a centre.

Mr. Babbitt built a canal boat, at his private dock on the Erie Canal, with a double bottom. This boat was propelled by drawing the water through the boat with an Archimedes screw. This boat traveled about as fast as a turtle, and made one trip from Whitesboro to New York and back. It is said, upon good authority, that boat builders are now using similar construction in their building of canal boats as used by Mr. B. T. Babbitt thirty-five years ago, and which was severaly criticised at that time.

It was in Mr. Babbitt's fertile brain that the idea was first conceived of harnessing Niagara Falls. He invented an air compressor, which he proposed to place below the falls opposite Goat Island, and planned to deliver compressed air all over the State. It was his plan also to construct an elevated structure over the Erie Canal, on which engines could draw the canal boats.

P. T. Barnum, the world's greatest showman, and Mr. Babbitt were great friends, and held for each other a mutual admiration. Mr. Barnum was the only contemporary of Mr. Babbitt who classed with him as an advertising genius, and they were a mutual inspiration to each other in the planning of new ideas in their campaign of publicity.

Mr. Babbitt was a man of much personal magnetism. His wide information and original methods of thought made him an interesting companion. In business he thought in the large, leaving details to others, and sometimes trusted too much to subordinates, who proved unworthy, but he made one of the most successful business careers ever accomplished in the commercial history of this country. When he died, October 20, 1889, after fourscore years of an active and useful life, he left vast numbers of people in varied stations of life who mourned his loss.

Mr. Babbitt married Rebecca McDuffy. His wife survived him five years, dying in December, 1894. He had two daughters, who married brothers, Ida Josephine being the wife of Dr. Frederick Erastus Hyde, while the other daughter, Lilia, was the wife of Clarence Melville Hyde (now deceased).

BENJAMIN TALBOT BABBITT HYDE

BENJAMIN TALBOT BABBITT HYDE, now president of the B. T. Babbitt Corporation, was born in New York City, November 23, 1872, being the oldest son of Dr. Frederick Erastus and Ida Josephine (Babbitt) Hyde.

On both sides he is of old New England lineage, being descendant in the eighth generation from William Hyde, who was one of the party led by Rev. Thomas Hooker in the ship Griffin, from England to Boston, in 1663, arriving in September and settling in Newtown (now Cambridge), Mass., and removing with Mr. Hooker in his migration to Connecticut and the founding of the town of Hartford. William Hyde went to Saybrook, Conn., when that place was first settled, and finally to Norwich, where he died in 1681. He was the ancestor of a large and prominent family which has contributed many men of mark in business and professional life, to the country in its various sections. A descendant in the fourth generation was Lieutenant James Hyde, of the Connecticut troops, who served in the Revolutionary Army in the First and Fourth Regiments, and was with Washington at Valley Forge and Yorktown. His son, Erastus Hyde, came from Connecticut to New York, and the latter's son, Edwin Hyde, representing the sixth generation, became a wholesale grocer in New York City, in association with Ralph Mead (of the old Mead family, which settled at Greenwich, Conn., about 1640), whose daughter, Elizabeth Alvina Mead, he married. Their son, Dr. Frederick Erastus Hyde, physician and philanthropist, married Ida Josephine, oldest daughter of B. T. Babbitt, and B. T. Babbitt Hyde is the second child and oldest son of that marriage. In the maternal line, Mr. Hyde is a descendant through his grandfather, B. T. Babbitt, of Edward Bobbitt, who went to Massachusetts early in the Seventeenth Century.

He early became interested in chemistry and engineering, his taste in that direction being primarily inspired by the example and encouragement of his grandfather, B. T. Babbitt. He was taken to lectures at Cooper Institute, and allowed to visit machine shops in the lower part of the city. The summer months, until he became nineteen years of age, were spent in the machine shops of B. T. Babbitt, at Whitesboro, N. Y., where he received valuable training and incentive to work, and was encouraged to take part in the many experiments which were constantly being conducted by Mr. Babbitt, who was then in the prime of life, and was one of the most original inventive geniuses of his time.

After leaving school, Mr. Hyde made a trip around the world with his father and brother. His father, who was a man of extensive culture and wide travel, made this trip one of valuable instruction as well as great delight, and the world knowledge of men and affairs which he then gained has proved an asset of priceless value to Mr. Hyde in his subsequent career.

During Mr. Hyde's boyhood his grandfather, Mr. Babbitt, had indicated his wish that the lad might succeed him in business, and from the early days when his grandfather had him copy his signature until perfect, until his final acceptance of the presidency of the corporation, all of Mr. Hyde's efforts and thoughts had been directed to that end, and by persistent and hard work he has been able to bring this desire of his grandfather to accomplishment. There was great sympathy of thought and feeling between the distinguished manufacturer and the grandson, who, through close and constant companionship, came to assimilate the older man's ideas and point of view in many fundamental respects.

When he reached the age of twenty-one years, Mr. Hyde became a student of chemistry, in a private school in New York City, and also took practical mechanical courses in Teachers College.

At the age of twenty-three he began work in the factory of the old firm, and continued his research work in a laboratory specially constructed for him, with the aid of that distinguished chemist, Dr. Elwyn Waller, professor of analytical chemistry in Columbia University. After establishing a laboratory at the plant, the several departments of the business, in succession, were thoroughly exploited, new machinery and equipment being installed, until the entire establishment was absolutely up to date. He continued as factory superintendent until the death of the manager of the firm, and at the age of thirty-four became president of the B. T. Babbitt Corporation.

Until recently all the products have been manufactured near the lower end of Manhattan Island, within a stone's throw of the financial centre of the great metropolis. One of Mr. Hyde's first responsibilities as president was the completion of the new factory at Babbitt, New Jersey, which is one of the largest and finest of its kind in the world.

The plant is composed of twelve large brick buildings, most of which are two hundred feet in length and range from one to four stories in height. The complete capacity of the works is from six thousand to eight thousand cases per day of soap goods of all varieties. Besides the manufacture of soap, soap powder, potash or lye, glycerine, etc., the company is engaged in the refining of cottonseed oil. An important addition to the industry is a large and well-equipped printing department for printing soap wrappers, labels, etc., for the various brands of manufacture. All the cases for packing manufactured goods are made in the box factory. The Babbitt works are conveniently located on the New York, Susquehanna and Western Railroad, and have their own dock on the Hackensack River, which allows excellent shipping facilities.

Mr. Hyde brings to the performance of his executive duties a preparation and a fitness, inherent and acquired, such as few men have brought to similar responsibilities. His early and sympathetic association with the distinguished

creator of the business, his special and lifelong training and education, especially planned to give him fitness for its direction, his knowledge of every working department, every chemical and mechanical process, every office method, and every trade relation controlled and used by the corporation, all this special knowledge vivified by an enthusiasm for the business built up by the family, and the broadening influences of world-wide travel and outside business experience, made a combination which is impressing itself in the most emphatic and valuable degree on the business of the corporation. Under his auspices the great enterprise is making new strides in progress, and adding to the prestige and success imparted to it by its founder.

He has other interests besides those of his business, and has been a constant worker in good and uplifting causes, relating to benevolence and education. During his years of active preparation for the business duties he now fulfills, Mr. Hyde found other paths of usefulness, which served to give him needed mental recreation without being any the less active. A boy's club at Fourteenth Street and University Place, known as the Boys' Free Reading Rooms, brought him into close touch with about thirty thousand boys during the eight years he had charge of the Sunday evening service.

At the age of twenty-five he was elected a trustee of the Teachers College in New York City, in which capacity he spent several years of active work on the Executive Committee, which did such excellent service in the direction of the college to its constantly enlarging sphere of usefulness. About the same time he was made a patron of the American Museum of Natural History, in recognition of the work which he and his brother had done in promoting exploration in the Southwest, of which the material obtained may be found in half of one of the halls of the American Museum of Natural History.

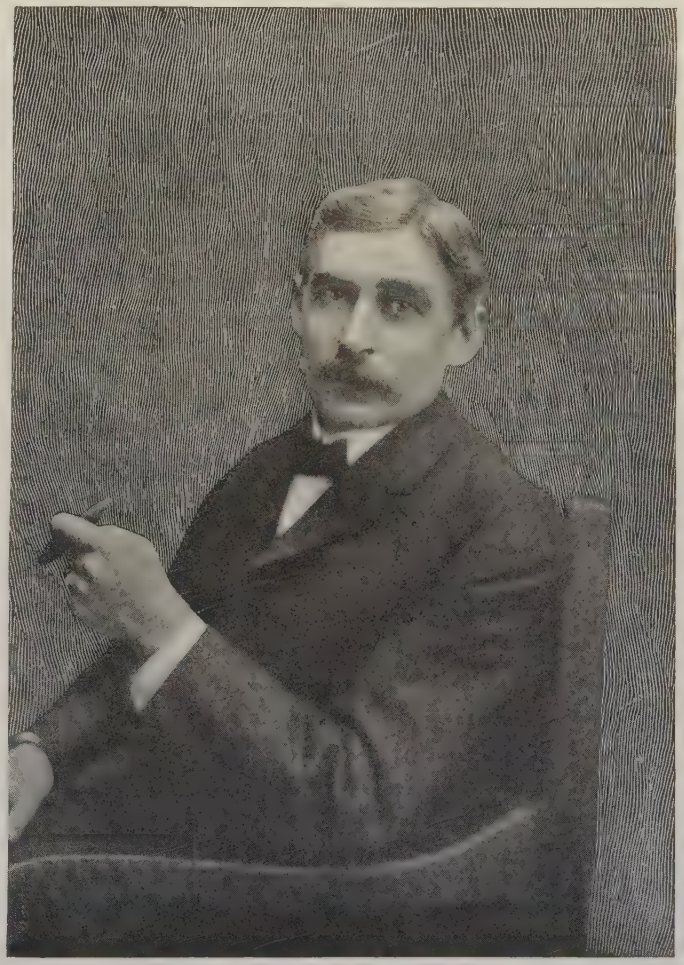
Mr. Hyde devoted three fruitful years to the duties of manager of the House of Refuge on Randall's Island. In the autumn of 1909 he was elected a member of the Board of Trustees of the Cathedral Chapter of the Diocese of Long Island, in which capacity he is still acting; and in the spring of 1909 he was elected a member of the Board of Managers of the University Museum of the University of Pennsylvania, and he is at present very active in that connection, and especially interested in the problem of how to bring to the school children of Philadelphia a knowledge of the true worth and value of that most interesting and instructive museum.

Mr. Hyde has various professional and social connections, and from 1908 to 1910 filled the position of secretary of the Society of Industrial and Chemical Engineers.

He married, June 1, 1910, Miss Edith Moore, daughter of Mr. and Mrs. James Moore, Jr., of New York.

EBERHARD FABER is descended, in the fifth generation, from Casper Faber, who, in 1761, established at Stein, Bavaria, the manufacture of lead pencils. His father, Eberhard Faber, a native of Nuremberg, Germany, came to the United States in 1849. In 1861 he erected in New York City the first American pencil factory, and when that plant was burned, built a larger one in Greenpoint, in the Borough of Brooklyn.

The present Eberhard Faber, son of Eberhard and Jenny (Haag) Faber, was born in New York City, March 14, 1859, and after his father's death, in 1879, succeeded to the entire control of the business. He later admitted his younger brother, Lothar W. Faber, to an interest. In 1898 the factory was incorporated as the Eberhard Faber Pencil Company, of which the president, Lothar W. Faber, has supervision. Mr. Eberhard Faber is vice president and treasurer, with management of the sales department, which continues under the firm name of Eberhard Faber. He originated the rubber-tip attachment and the metal point protector. He greatly enlarged the manufacturing resources, and developed the company's extensive business in rubber bands, erasers and other rubber goods, produced in a separate plant at Newark, New Jersey.



EBERHARD FABER

Mr. Faber is president of the United States Trade Mark Association, director of the Stationers' Board of Trade and the Northern Fire Insurance Company, and vice president of the C. Roberts Rubber Company.

He married, December 22, 1886, Abby B. Adams, who died May 25, 1898; and on April 20, 1904, he married Roberta A. Heim.

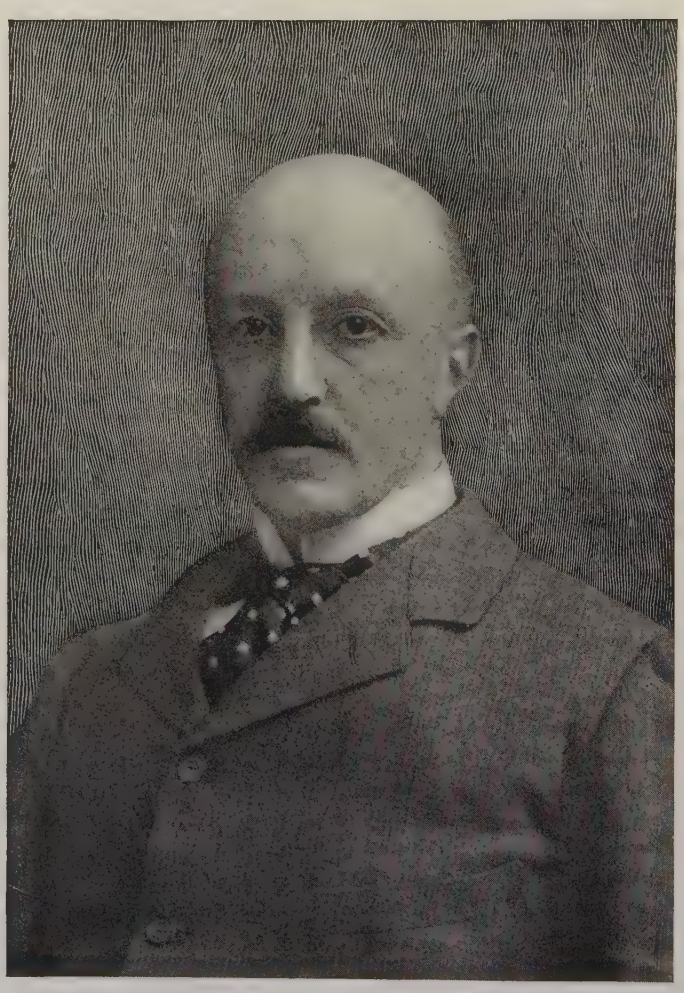
JULIUS MARQUSEE

JULIUS MARQUSEE, who is one of the most extensive leaf tobacco dealers and packers in the world, was born in Russian Poland, in 1864. His parents died there and at the age of ten he was an orphan, thrown upon his own resources. He came to America in 1883, arriving with just two roubles in his pockets, in a strange land where he did not know the language and had no friends. He secured a position and when he had saved enough to take him to Syracuse, New York, he went to that place.

He began his mercantile life with a basket and a stock of shoelaces, matches and other small wares, which he sold from house to house, and at the fair grounds. After a few months he had money enough to buy a horse and wagon, with which he continued peddling on a larger scale. He saved his money and bought a store at Richland, Oswego County, New York, which he put in charge of a clerk. He continued peddling and in less than a year sold out his business at a good profit and then purchased his first crop of York State tobacco, which he also sold at a profit; and from this beginning has increased his business until he is now the largest individual cigar leaf packer and dealer in the country. He conducted business at Syracuse until 1895, and while he was engaged in business there he handled the New York State product exclusively.

Being desirous of finding a larger field for his energies, he removed to New York in 1895, and since coming here he has expanded his business so as to cover all kinds of domestic leaf tobacco, particularly the Connecticut, Pennsylvania and Wisconsin products, and various types of tobacco grown in Ohio, such as the Zimmer Spanish and Gebhardt.

When he came to New York he found the field full of competitors, including some very strong ones, but he applied to his business the enterprising methods which have characterized all of his activities, and has rapidly advanced in the trade until he has now reached the front. In addition to his main establishment in New York City, he has warehouses at New Milford, Connecticut; Lancaster, Pennsylvania; Dayton and Covington, Ohio; and Jamesville, Wisconsin. Among his customers are included many of the large cigar manufacturers and jobbers in this country, whose trade has been secured and held, notwithstanding the fact that Mr. Marqusee employs no salesmen and has built up his trade solely upon the confidence which has been inspired by his strict integrity. His transactions are upon the largest scale; one of his shipments to a Detroit, Michigan, firm having consisted of a complete trainload of tobacco comprising twenty-six cars and containing 1769 cases, this being a part of Mr. Marqusee's sales for the year 1909, which consisted of over 50,000 cases of tobacco of a total value of $3,750,000. His experienced judgment in selection and carefulness in packing have always been important factors of his success.



ROBERT MEADE PARKER

ROBERT MEADE PARKER, president of the Brooklyn Cooperage Company, was born in Newark, N. J., September 19, 1864, son of Hon. Cortlandt and Elizabeth Wolcott (Stites) Parker. His ancestor, Elisha Parker of Barnstable, Mass., came from England in 1640, moved to New Jersey, 1667, and was a first settler of Woodbridge and later of Perth Amboy, N. J. His descendants for three generations were members of the King's Council in the Province of New Jersey, held commissions (one as colonel and two as captains) in the Provincial Troops, and took part in Indian wars.

Mr. Parker's grandfather, James Parker of Perth Amboy, was a member of the State legislature, of Congress, and of the New Jersey Constitutional Convention of 1846; and his father, Hon. Cortlandt Parker, who died in 1907, was one of the best known and most distinguished lawyers of his time, and president of the American Bar Association.

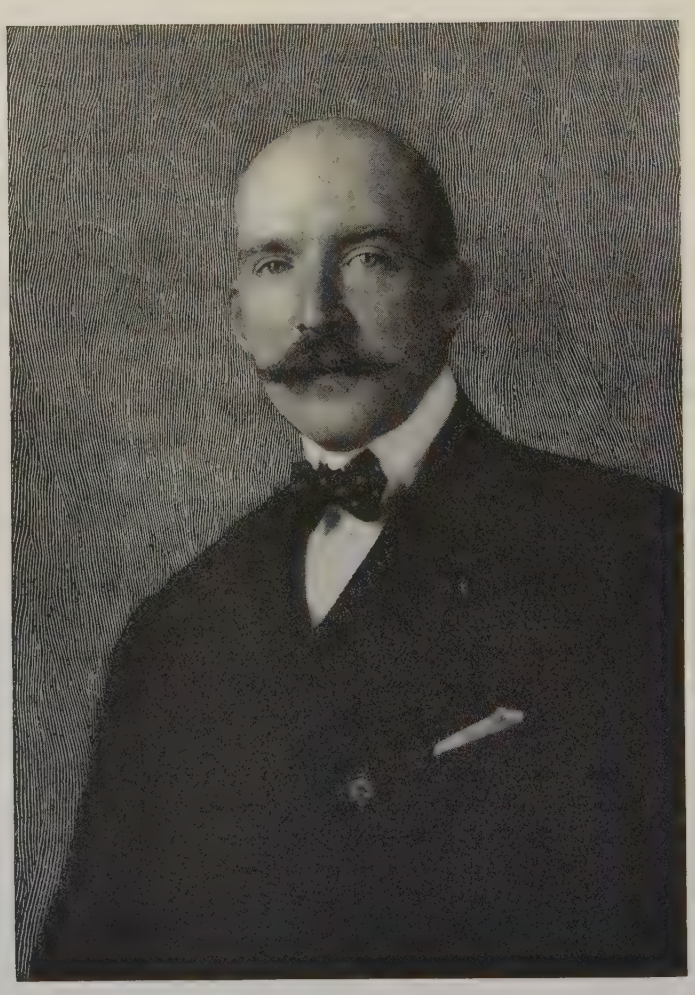
Mr. Parker is also related, through paternal descent, to the Van Cortlandt, Schuyler, Johnstone and Skinner families of New York, and the Butler family of Philadelphia; and on his mother's side to the Chauncey, Goodrich, Ely, Worthington and Cooke families of Connecticut, and the Wayne and Clifford families of Georgia.

Mr. Parker was educated at St. Paul's School, Concord, N. H., 1878-1880, Phillips Exeter Academy, 1880-1881, and was graduated from Princeton University, A.B., 1885, fifteenth in a class of 105 graduating. He entered the employ of the Erie Railroad Company, September 15, 1885, was clerk for five years, including service in President King's office; division freight agent, 1890-1895; assistant general freight agent, 1896-1902; general freight agent, 1902-1905; and became traffic manager of the American Sugar Refining Company, in January, 1905.

On June 1, 1906, he became president of the Brooklyn Cooperage Company, also president of the Pennsylvania Stave Company and the Butler County Railroad Company, Great Western Land Company and Oleona Railroad Company.

He served as private in the Essex Troop (New Jersey Cavalry), June 1, 1890, to May, 1898; accepted a commission as first lieutenant and battalion adjutant in the Twelfth New York Volunteers (infantry), May 13, 1898, and as captain and regimental quartermaster, June 1, 1898. He had entire charge of equipping the regiment for the field, served with it at Peekskill, Chickamauga Park, Ga., and Lexington, Ky., resigning August 23, 1898, after the peace protocol was signed. He joined the Twelfth Regiment, New York National Guard, November, 1899, was elected captain of Company A in February, 1900, and resigned January 1, 1908.

Mr. Parker is a member of Holland Lodge, F. and A. M., of the Union, University, Brook, New York Yacht, and Midday Clubs, of New York, and the Essex Club of Newark, New Jersey.



WARREN LUQUEER GREEN

WARREN LUQUEER GREEN, president of the American Bank Note Company, was born in New York City, May 19, 1866, the son of Frank George and Antoinette Luqueer Macdonough Green. In paternal descent he is of English ancestry, transplanted in America in the early part of the Nineteenth Century; and on the mother's side his ancestry is Dutch and French, being descended from early Huguenot settlers who came to New Netherland and located on Long Island, in 1623. The family have been identified with the bank note business for nearly a century, the former chairman of the American Bank Note Company being James Macdonough, an uncle of Warren Luqueer Green. Mr. Macdonough was connected with the company from his early boyhood.

Warren Luqueer Green received his education in the Wilson and Kellogg School, and afterward took up the study of art, becoming a pupil of Bouguereau, in Paris, and thus most effectively prepared for later duties in connection with the great artistic industry of which he is now the head.

Mr. Green entered the service of the American Bank Note Company as an apprentice, in October, 1882, graduating through various departments and grades in the factory, obtaining there a thorough mechanical as well as artistic education in the bank note business. When he had mastered these he entered the sales force, in 1891, as a junior salesman, advancing in that department until, in 1896, he was appointed manager of the company's Canadian branch, with headquarters at Ottawa. He was recalled to New York to take higher responsibilities as second vice president of the company, in 1901, becoming first vice president of the company, in 1903, and president in 1906. He brought the office the advantage of a lifelong preparation for its duties, a thorough and intimate acquaintance with all its departments and operations, and through his handling of their foreign interests a rare diplomatic training that specially fitted him for the command of this important corporate enterprise.

Although not organized as the American Bank Note Company until 1858, the business was founded over a century ago, and continued by individuals until the first firm of Murray, Draper & Farman was established, which, with changes of partners was finally, in 1858, together with other then existing firms, organized into a corporation under the present title.

From the graver of Paul Revere was issued the first specimens of bank note work done in this country. Until the formation of the Bureau of Engraving and Printing at Washington, all the State and National bank notes, as well as postage stamps, were printed by the American or its constituent companies.

The executive offices and general sales departments are located in the company's building, at the corner of Broad and Beaver Streets, New

York. The main printing house, at Lafayette Avenue, was erected in 1910, and occupies over nine acres of floor space. The plant is, without doubt, the most modern and complete one of its kind in the world, and in it are prepared the securities which represent the greater part of the world's commerce. There is hardly any civilized nation whose bank notes and securities have not, at some time or other, borne the American's imprint.

Besides a large and important Western connection, the company maintains plants in Europe and Canada, in which latter plant are manufactured all the postage and revenue stamps, as well as the bank notes used by the Dominion of Canada. The industry is one which calls for absolute integrity of personnel, and the highest sense of responsibility, as well as the greatest amount of artistic and mechanical skill.

Family traditions in the company are very strong, as generation after generation of the same name are to be found on the company's rolls, and continued service of fifty years is by no means uncommon. This feeling is fostered, as it secures an *esprit de corps,* and keeps alive the best traditions of the trade to a remarkable extent. When the responsibility involved in the guardianship of all the dies and plates from which securities are printed is considered, the reliability, strength and permanence of this institution becomes of the utmost importance.

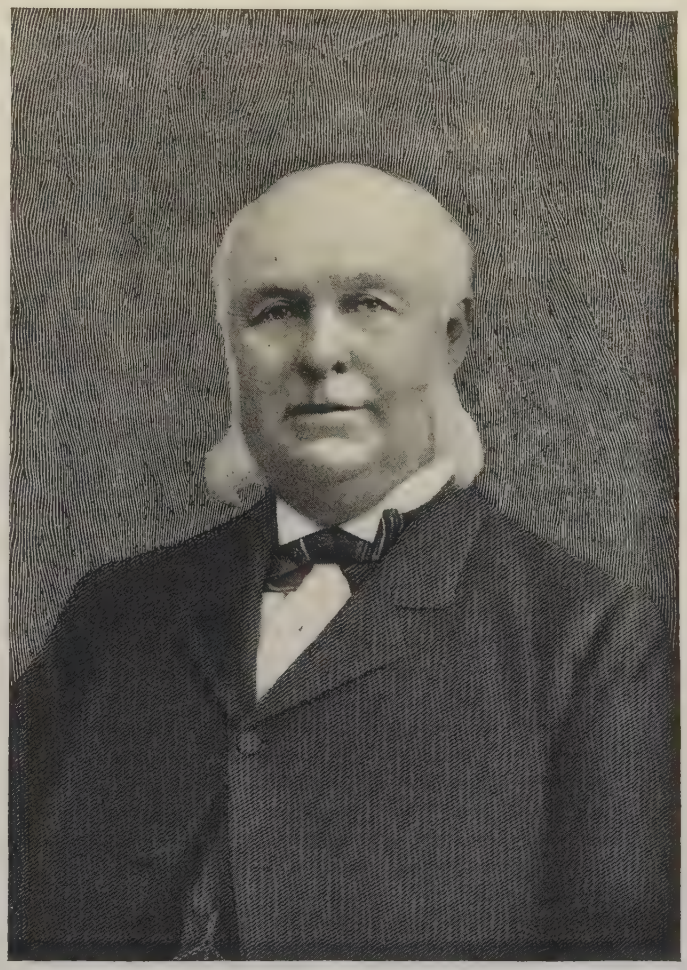
The stock of the American Bank Note Company is vested in a holding company called the United Bank Note Corporation, the directorate of which is composed largely of the foremost bankers of the country, presided over by E. C. Converse, president of the Bankers Trust Company. Theodore H. Freeland, now chairman of the Board of the American Company, has been connected with the corporation since 1857.

Mr. Green's administration of the duties of president has been in accord with the traditions and history of the company, and has been attended with noteworthy success, the business of the company having steadily grown under his executive supervision, and the range of its productions having greatly expanded with the wonderful modern improvements in reproductive art which have been introduced during recent years.

Mr. Green is a member of the Metropolitan Club, Railroad Club and Lawyers' Club of New York City; the Greenwich Country Club of Greenwich, Connecticut; Indian Harbor Yacht Club, Clove Valley Rod and Gun Club; the Rideau Club of Ottawa, Canada; the Garrison Club of Quebec, Canada, and the Triton Fish and Game Club of Quebec, Canada. His attractive home, "Grasshopper Farm," is at Greenwich, Connecticut.

Mr. Green married, in Paris, France, February 4, 1891, Jeanne Marguerite Thierry, and he has a daughter, Marguerite Macdonough Green, born in New York City, September 25, 1896.

HENRY CARLTON HULBERT, merchant and financier, was born in Lee, Massachusetts, December 19, 1831, of old New England ancestry, son of Amos Gear and Cynthia (Bassett) Hulbert. After attending district school and Lee Academy he worked in stores at Lee and Pittsfield, Massachusetts. At nineteen he came to New York, was employed by the wholesale paper house of White & Sheffield, was given an interest in the profits the fourth year, and the fifth year became a partner in J. B. Sheffield & Company until 1858, when he established H. C. & M. Hulbert, buying out partners' interests and admitting young men brought up in the business. The firm was H. C. Hulbert & Company from 1872 to 1900, his partners continuing as Bassett and Sutphin.

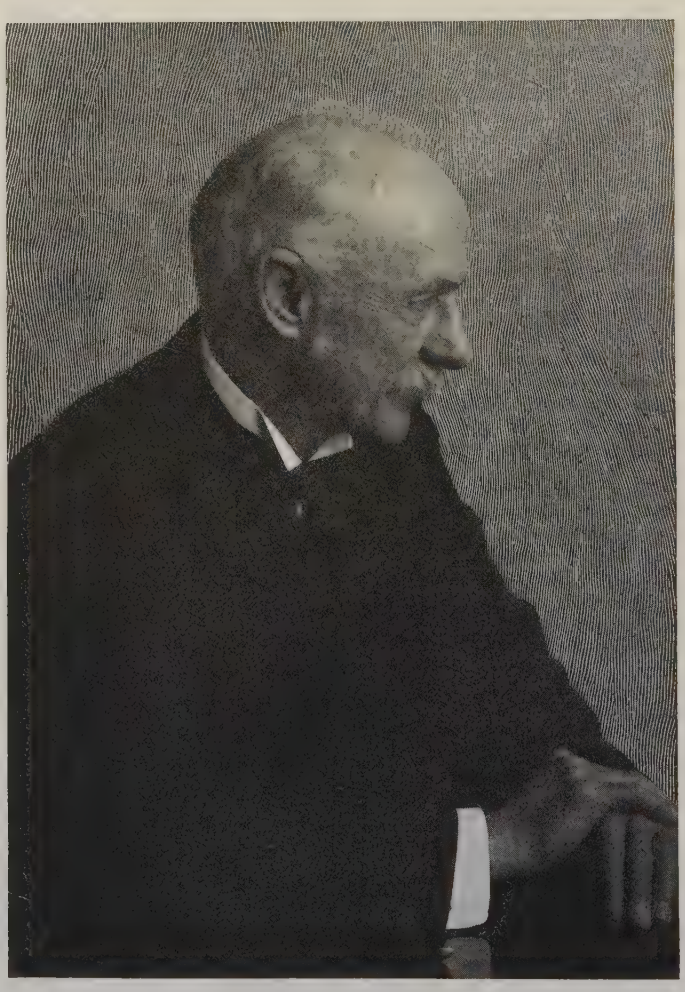


HENRY CARLTON HULBERT

He is vice president of the Importers and Traders' Bank, the South Brooklyn Savings Bank and the Society for the Prevention of Cruelty to Children; director of The Pullman Company (member Executive Committee), the Franklin Trust Company, United States Life Insurance Company and Celluloid Company.

He married, in 1854, Susan Robinson Cooley, of Lee, Massachusetts, who died in 1882, and in 1884 married Fanny Dwight Bigelow, of Brooklyn. He has two daughters: Mrs. J. H. Sutphin and Mrs. Charles F. Bassett.

For further details see "Genealogical and Personal Memoirs Relating to Massachusetts Families," "Historic Families of America," "History of Kings County," "National Cyclopedia of American Biography," "History of Berkshire County, Massachusetts," "The Eagle and Brooklyn."



HERMAN BEHR

HERMAN BEHR, head of the firm of Herman Behr & Company, is a native of Hamburg, Germany, where he was born March 4, 1847, the son of Edward and Julie (Hoffmeister) Behr. The family removed to New York in 1850, and Edward Behr, the father, was for years in business as a successful hardware merchant and manufacturer.

Herman Behr received his education in a select German-American school, and after finishing his studies there he entered, as a young man, his father's hardware factory, where he filled various positions which brought him in contact with technical matters, and he there laid the foundation for his own future success as a manufacturer.

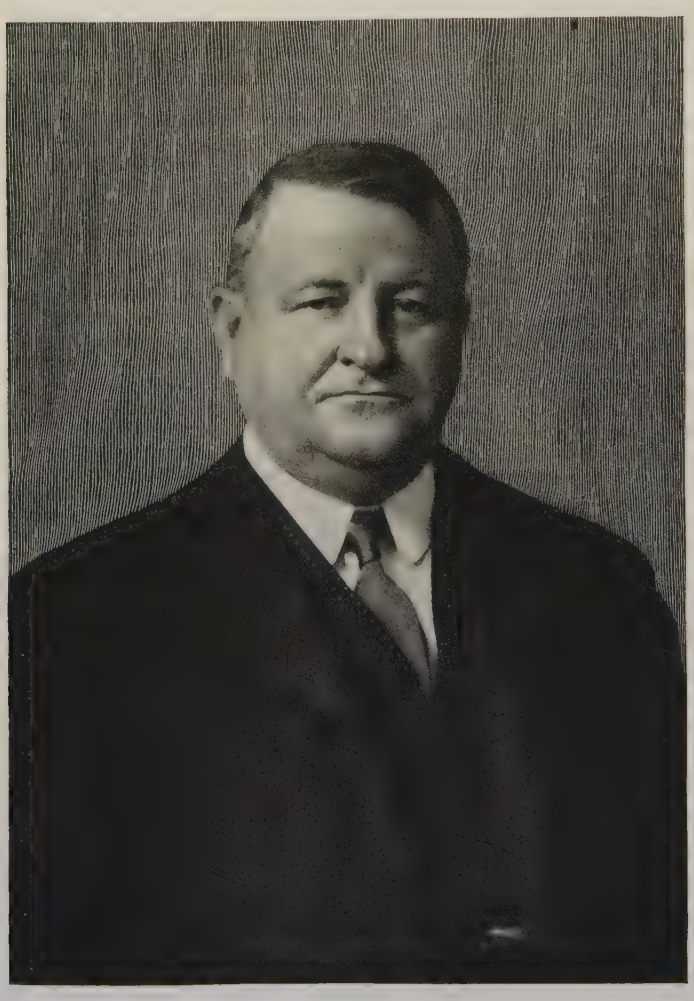
In 1872 he started the business of Herman Behr & Company, manufacturers of flint, garnet, and emery cloths and papers, with offices at 75 Beekman Street, where the business has ever since been continued. Mr. Behr was the first manufacturer to utilize garnet as an abrasive, and the superior merit of this material for this purpose, especially in some of the finer grades of work, has been one of the leading factors in the notable success which has attended this business from its earliest development. As a business man, Mr. Behr is thoroughly practical and in the business which he established he possesses every advantage of technical knowledge, and has maintained such a degree of merit and diversity in his product that the firm is prepared to meet all of the varied demands of users in the line of abrasive cloths and papers from the finest, for the most delicate work, to the coarser grades.

Herman Behr has both the practical and the artistic temperament, and he is an enthusiast as to all matters appertaining to art and to the highest forms of literature. He has translated a selection of the choicest English lyrics into German and published them in a volume under the title of "Perlen englisher Dichtung in deutscher Fassung."

Mr. Behr is a Republican in his political affiliations, but not very active in politics. He is a member of the Deutscher Verein, the Down Town Association, and the National Arts Club of New York City and the Morristown Club, of Morristown, New Jersey. He has his country residence in Morristown, and his city home at 777 Madison Avenue, in New York City.

Mr. Behr married, at Alden, New York, January 29, 1880, Grace Howell. Of this marriage there have been born six children: Herman H. Behr, born November 25, 1880; Frederic H. Behr, born April 2, 1882 (married Alice Cramer Vernam); Max H. Behr, born January 19, 1884 (married Evelyn Baker Schley); Karl H. Behr, born May 30, 1885; Margaret H. Behr, born December 31, 1887, and Gertrude H. Behr, born April 8, 1892. The two younger sons, Max H. and Karl H., both of whom are graduates of Yale University, have gained for themselves national distinction in athletics, Max H. as a golfer and Karl H. as a tennis champion.

DAVID SMITH COWLES, was born in Northampton, Massachusetts, December 25, 1857, son of Hon. Edward Pitkin Cowles, justice of the New York Supreme Court, and of Sarah Ely (Boies) Cowles. He was educated in the Quaker School in Stuyvesant Square, New York City, and the Park Institute of Rye, New York. After five years with the banking house of Morton, Bliss & Company, he was fifteen years with the Standard Oil Company, in which he is still a stockholder. He was William Rockefeller's confidential man, and later in the company's financial department, and served as director of several of its subsidiary companies and as president of the Standard Oil Company of Minnesota.



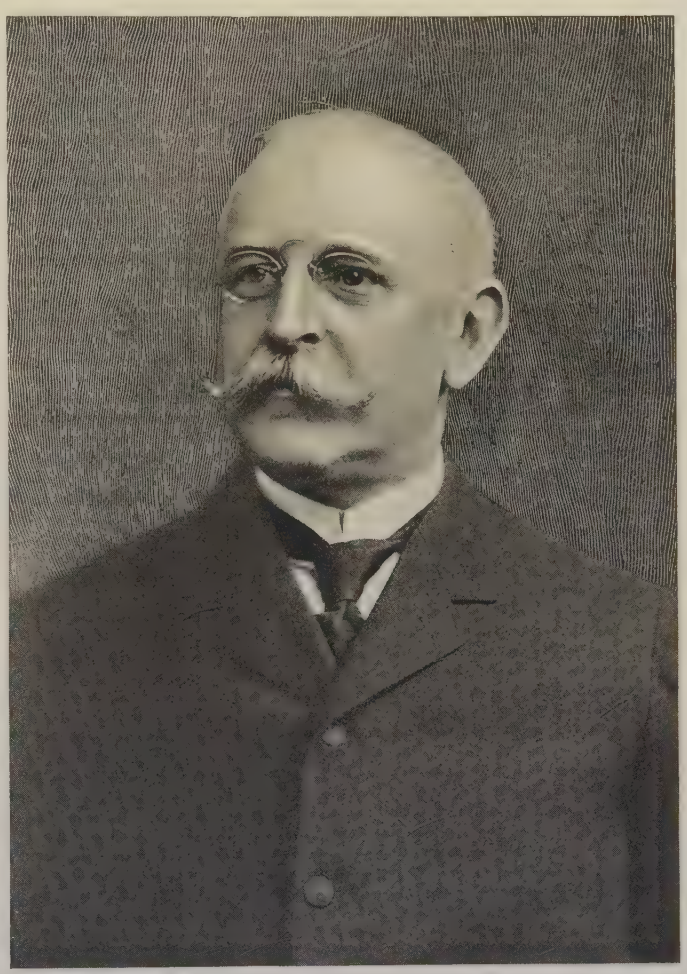
DAVID SMITH COWLES

In 1902 he became a partner in and is now president of W. H. Parsons & Company; and he and Hon. Francis C. Whitehouse, are controlling owners of the Bowdoin Paper Manufacturing Company, Lisbon Falls Fibre Company, Pejepscot Paper Company, Bay Shore Lumber Company, and Sagadahoc Towing Company. He is a trustee of the Bowery Savings Bank, and was president of the American Paper and Pulp Association, 1907-1908. He is a member of the Chamber of Commerce, the Union League, City Midday and Down Town Clubs, New England Society, and various scientific societies; Westchester Hunt, American Yacht and Apawamis Clubs; St. George's Club, of Sherbrooke, Quebec; Laurentian Club, of Montreal; and Cumberland Club, of Portland, Maine.

He married, May 26, 1887, Matilda Parsons, and has four children: Edward Boies, David S., Jr., William H. P., and Elsie Parsons Cowles.

HENRY F. COOK was born in Brooklyn, New York, in 1855, son of Dr. Henry and Eloise Augusta (Huntting) Cook. His paternal ancestry runs back to Christopher Cook, an early Devonshire settler of Norman origin; and his maternal descent is from Edward Howell, founder of Southampton, Long Island, in 1635, and from Rev. John Huntting, who was the founder of the village of Easthampton, Long Island, in 1639.

On leaving school in 1873, Mr. Cook became an associate of Joseph Fahys, a manufacturer of watch cases in New York City, of whom he became a partner in 1880, and treasurer and secretary of Joseph Fahys & Company when it was incorporated in 1881. After incorporation the company absorbed the Brooklyn Watch Case Company, of Brooklyn, and The Alvin Manufacturing Company, and are now the largest manufacturers of watch cases in the United States and one of the largest manufacturers of silverware.



HENRY F. COOK

Mr. Cook is president of the Sag Harbor Real Estate Company and the Sag Harbor Water Works Company, vice president of the Peconic Bank, secretary and treasurer of the Sag Harbor Heating and Lighting Company, trustee of the Sag Harbor Savings Bank, and the Sag Harbor Presbyterian Church. He is interested in the improvement of North Haven, a beautiful one-thousand-acre suburb of Sag Harbor, facing Peconic Bay, where he has his summer home.

He is a member of the Sons of the Revolution, Society of Colonial Wars, Pilgrims' Society, New York Chamber of Commerce, Union League Club, the Down Town Association, and the Brooklyn Institute of Arts and Sciences.

SETH EDWARD THOMAS

SETH EDWARD THOMAS, until his death treasurer of the Seth Thomas Clock Company, was born in Plymouth Hollow (now Thomaston), Connecticut, October 9, 1841, the son of Seth and Laura (Andrews) Thomas. His grandfather, Seth Thomas, was born in Walcott, next town east of Plymouth, Connecticut, and in 1810 began the clock business with Silas Hoadley, in the eastern part of the town of Plymouth. They remained together two years, and Seth Thomas then located in the western part of Plymouth, then known as Plymouth Hollow, and this name continued on all Seth Thomas clocks until the early sixties, when the legislature divided the town into two parts and named the western portion, where his works were, Thomaston, in his honor. Seth Thomas died in 1859, having incorporated the company in 1854.

His grandson, Seth Edward, was educated in local schools and in Williston Seminary, at Easthampton, Massachusetts, and was prepared for Yale, but because of his uncle's death entered business when eighteen years old, and became treasurer of the Seth Thomas Clock Company, which office he held until his death, February 6, 1910.

He was a member of the Chamber of Commerce of New York, the Sons of the American Revolution, New England Society in New York, the Union League Club, and others; and he was also a member of the American Museum of Art, the New York Zoölogical Society, and New York Botanical Society controlling the Botanical Garden in Bronx Park.

Seth Edward Thomas married, at Hartford, Connecticut, December 13, 1865, Sarah A. Gross, and they had seven children: Sarah Elizabeth, Mary E., Grace I., Annie P., Seth Edward, Jr., Cornelia and Charlotte Thomas. Their son, Seth E., is the fourth Seth Thomas at the head of the business, which will have its centenary in 1913. It is now conducted by the grandsons and one great-grandson of the original Seth Thomas.

In 1884 the company built a watch factory, putting watches on the market in 1887. It now, in normal times, makes 450 watches and about 1000 clocks per day. This should reassure some of Mr. Thomas' friends who at the time he started to make 500 clocks in one lot, thought that would be the end of it and no more would ever be needed.

The company now employs about one thousand people, and the production consists of many kinds of clocks, ranging from the cheap nickel clocks, which retail at $1, running up through various grades of lever and mantel clocks, wall clocks and regulators, to large tower clocks, ranging from $600 to $6000 each. Seth Thomas clocks are found all over the world, although the export business has diminished because of the competition of Germans and Japanese. The production of the company is now about $1,250,000 per annum.

MICHAEL JOHN DEGNON, prominent contractor, was born in Geneva, Ohio, September 29, 1857. He was educated in public schools, and for two years in Baldwin University, Ohio.

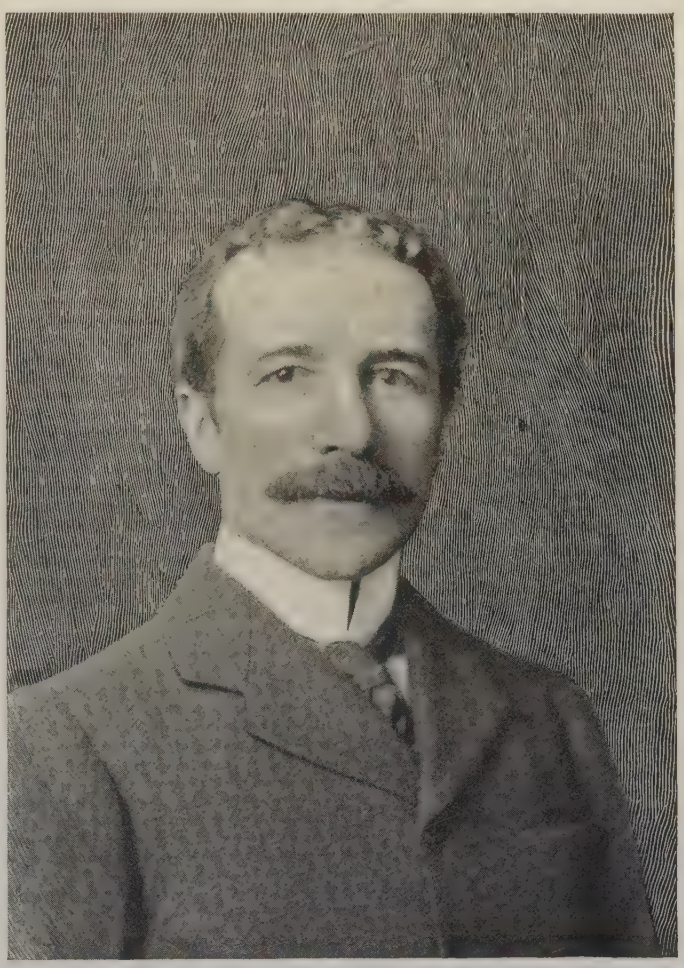
He has been engaged in railroad contract work for thirty years, adding, during recent years, extensive operations in interborough and city improvement work in New York. In 1897 he built the East River caissons of the New Williamsburg Bridge, on the Brooklyn side; and he constructed the Subway from Forty-seventh Street to the Battery (except the section from Great Jones Street to Forty-first Street), the subway loop, connecting Brooklyn and Manhattan bridges through Centre and Canal Streets; the Belmont Tunnel from Grand Central Depot to Long Island City; the McAdoo Tunnel from Twelfth Street to Thirty-third Street through Sixth Avenue; Pennsylvania Railroad Terminal (Sunnyside) yards at Long Island City); and he is now (July, 1910) engaged in constructing the extension of the Hudson Terminal Tube from Twenty-third to Forty-second Street on Sixth Avenue; nine miles of aqueduct water tunnel at New Paltz, Ulster County, New York; and the Cape Cod Canal, connecting Buzzard's Bay and Barnstable Bay, Massachusetts. Among his railroad contracts outside of New York were the Wabash Railroad, Gould System, terminals at Baltimore and the Baltimore City docks.

MICHAEL JOHN DEGNON

Mr. Degnon is a member of the Manhattan, Democratic and New York Athletic and other clubs. He married, first, in 1881, Mary Davis, who died in 1893; and second, in 1900, Gertrude Foxall, and has ten children.

JAMES THORNLEY ANYON, dean of the profession of accountancy in the United States, was born in Preston, Lancashire, England, October 31, 1851. The family, originally French, is of the historic house of Anjou, which afterward became modified to Anyou and latterly to Anyon.

Mr. Anyon was educated at Bank Place College, Preston, and entered upon the study of accountancy, in which he became thoroughly proficient, and ultimately, a chartered accountant. It is from England that the idea of scientific accountancy found its way to the United States, the business in the mother country securing its professional standing by a charter granted by Queen Victoria; and it is interesting to note that Mr. Anyon was the first chartered accountant to come to this country for permanent practice.

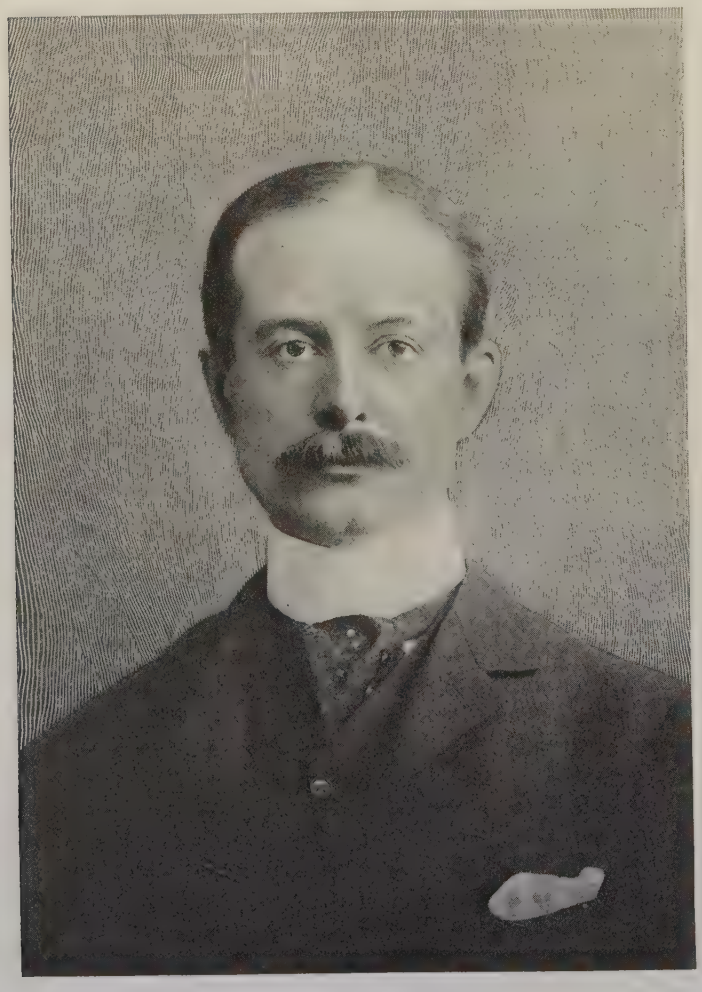


JAMES THORNLEY ANYON

From May, 1881, to October, 1886, he was with the firm of Thomas Wade, Guthrie & Company, chartered accountants of Manchester, England, and since October, 1886, he has been with the firm of Barrow, Wade, Guthrie & Company, of New York, Chicago, London and San Francisco, one of the foremost firms in the profession, of which Mr. Anyon is now the senior member. The firm's New York office is at 25 Broad Street.

Besides being a chartered accountant he is also a certified public accountant under the laws of New York, and a member of the State Society of Certified Public Accountants. The American Association of Public Accountants was originated at a meeting called by him in October, 1886, and he suggested the name by which it has since been known.

ANDREW KINNAIRD TOD, who enjoys prominence as a chartered accountant, was born in Edinburgh, Scotland, on November 8, 1871. He was educated at George Watson's College and Edinburgh University. At the latter he attained athletic distinction, being on the 'Varsity crew for three consecutive years. After completing his university course, he entered the profession of accountancy, in which he has since continued.



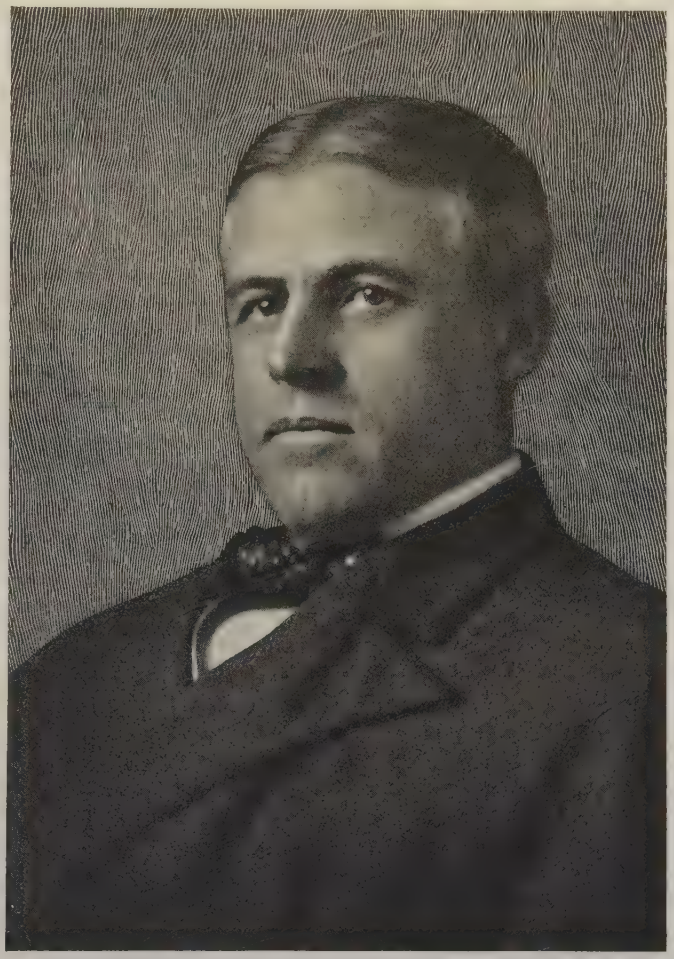
ANDREW KINNAIRD TOD

Mr. Tod served in the Boer War, with the Scottish Imperial Yoemanry, seeing active service at the front for over a year. He then came to the United States to take up the practice of his profession here and is now a partner in the firm of Marwick, Mitchell & Company, chartered accountants, whose head office is at 79 Wall Street, New York, and district offices in Chicago, Minneapolis, New Orleans and other cities in the United States, as well as in Montreal, Winnipeg, London and Glasgow. The firm's clients include many of the largest American, British and Colonial companies.

Mr. Tod is known as an accountant of the highest skill, who has been identified with much important work in recent years. He is a chartered accountant of Edinburgh, Scotland; member of the American Association of Public Accountants, a certified public accountant under a certificate granted by the University of Illinois, and member of the Institute of Chartered Accountants of Ontario, Canada. Mr. Tod is a member of the Racquet and Tennis Club, St. Andrew's Society and British Schools and Universities Club in New York, and the Scottish Conservative Club of Edinburgh, Scotland.

ELIJAH WATT SELLS, born in Muscatine, Iowa, March 1, 1858, is of Dutch Colonial and Revolutionary descent, and son of Elijah and Isabel (Watt) Sells. His father, a prominent lumberman, was legislator and secretary of state in Iowa and third auditor of the Treasury in Lincoln's administration.

Mr. Sells was educated in Baker University, Baldwin, Kansas, from which he has an honorary M.A. degree. He began business as a railway accountant, filling important official positions and special accounting engagements.



ELIJAH WATT SELLS

In 1893, with Charles Waldo Haskins (now deceased) he organized the firm of Haskins & Sells, of which he is now the head, with Charles S. Ludlum, DeRoy S. Fero and Homer A. Dunn as partners. The firm carries on an international practice as certified public accountants, with offices in New York, Chicago, St. Louis, Cleveland, Pittsburgh and London. They have filled important commissions for the Government and various municipalities, corporations and firms. Mr. Sells went to Manila for the United States Government to report on a system of accounting for the Philippine Islands, and his firm revised the accounting system of the United States.

Mr. Sells is a member and was president, 1906-1908, of the American Association of Public Accountants, and of many of the State societies, as well as many of the best clubs and societies in New York and elsewhere.

He married, at Dubuque, Iowa, April 24, 1884, Mabel E. Graves, and has two daughters.

SIMON H. BROWN

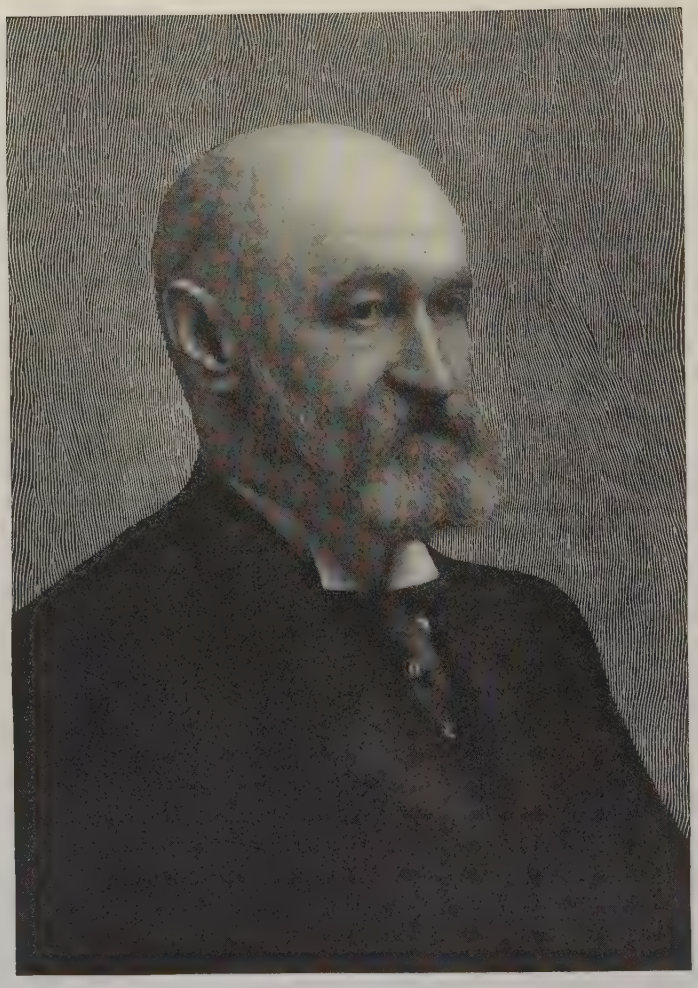
SIMON H. BROWN, president of the American Tie and Timber Company, is a native of South Carolina, born at Blackville, in that State, April 24, 1878, the son of Michael and Jennie (Klein) Brown. On his mother's side Mr. Brown is a descendant of an old South Carolina family, descended from Charles Kline, who came to this country in 1749. His father, Michael Brown, was for many years a prominent railroad builder of South Carolina.

Simon H. Brown was educated in McCabe's University, at Petersburg, Virginia, and after completing the courses there, he went for a commercial education to Eastman College, at Poughkeepsie, New York, in preparation for his business career.

At the age of seventeen Mr. Brown secured appointment as private secretary and telegraph operator to the general manager of the Carolina Midland Railroad Company, which was afterward merged in the Southern Railway Company, its line now forming a part of the main line of the Southern Railway System, now being operated between New York and Florida. After a little more than a year in that position he organized the Southern Telephone and Telegraph Company, which built and operated exchanges and toll lines, and inaugurated a system of telephone service in Barnwell and Bamberg Counties, in South Carolina. This system was in active and successful operation for several years before the Bell Telephone Company entered that field. Mr. Brown also became vice president of the Southern Round Bale Cotton Company, one of the first of the organizations formed to establish cylindrical cotton compresses in the South, which established a successful business in that section.

The greater part of the business life of Mr. Brown has been devoted to the timber industry in the South, and especially to the production of railroad cross ties, in which he has been for years one of the leaders. He is now president of the American Tie and Timber Company, which is the owner of large tracts of timbered land in the forest regions of the South, and which is one of the largest producers of railroad cross ties of this country, and is constantly executing large contracts for supplying ties for the leading railway systems of the South and other sections, the business having assumed national scope, and Mr. Brown having his office in New York City at 11 Broadway.

Mr. Brown gives to the business the benefit of long experience, has a wide acquaintance with the timber resources of the country and has so organized the business of his company as to place it upon a basis of the highest efficiency, and enable it most readily to respond to the demands of trade which has steadily increased each year from its organization. Mr. Brown married, March 11, 1908, Ida J. Kohn.



FRANCIS H. KIMBALL

FRANCIS H. KIMBALL is one of the most successful exponents of Gothic architecture in this country whose work throughout the United States, and more particularly in New York City, has placed him at the head of his profession.

Mr. Kimball was born at Kennebunk, Maine, September 23, 1845, and received his education in the public schools of his native town. When fourteen years of age he entered the employ of a relative, who was a builder, and his first valuable experience in plain drawing was received while making the simple designs for such buildings as his employer erected. Five years later Mr. Kimball entered the office of Louis P. Rogers in Boston, who later formed a partership with Gridley J. F. Bryant, and after eighteen months of service with this firm he was sent to Hartford, to prepare the working drawings for the Charter Oak Life Insurance Company's building, and during the ensuing two years also prepared plans for a business block for the Connecticut Mutual Life Insurance Company.

Mr. Kimball was then employed upon the competition design for the capital of Connecticut, and was later engaged as supervising architect of Trinity College. To familiarize himself with the work Mr. Kimball spent a year in London, and it was during this period that he perfected his knowledge under the tutorage of William Burges, the London architect, who was a master of the French Gothic.

Upon locating in New York City Mr. Kimball's initial work was in connection with Thomas Wisedell, since deceased, in the remodeling of the old Madison Square Theatre. The interior produced was one of the most artistic of that period. The Casino, one of the most notable pieces of Moorish architecture in this country, was the work of this firm and the success in this line, led Mr. Kimball to make a prominent specialty of theatrical architecture, the Garrick and Fifth Avenue Theatres being among his most notable creations in that line.

While remodeling the Fifth Avenue Theatre Mr. Kimball encountered an obstacle that led him to adopt a method which has revolutionized foundation construction. It was the application of the caisson system. Up to that period primitive methods were used in building foundations and these were totally inadequate in the work Mr. Kimball was doing. After some thought he decided to try a system of cylinders filled with masonry. It was a very slow method, the cylinders being sunk by hand, but the value and practicability of the method was established and it was not long before Mr. Kimball's innovation was adopted by every leading engineer in the country and the transition of the cylinders to the pneumatic caisson quickly followed; the first practical test being in the foundation of the Manhattan Life Building, of which Kimball & Thompson were the architects.

Mr. Kimball's versatility is shown by the scope and character of his work. He has planned many beautiful churches for as many different denominations in various parts of the country, and has been equally active in designing suburban homes, town residences and business warehouses. Probably the greatest of his works, at least those which will last the longest and serve as monuments to his ability, are many sky-scrapers in the city. His first work along this line was the Manhattan Life Building, the pioneer in steel construction here. Mr. Kimball had no precedents to govern him in this building and he may be aptly termed the originator of that character of work in the East.

Other notable specimens of Mr. Kimball's achievement in commercial architecture are the Standard Oil, Seligman, Brunswick, Trust Company of America, City Investing, Empire, Trinity, and United States Realty Buildings.

In these days of high realty values it falls to the lot of few architects to have nearly a block of vacant land between two of his creations, and thus give him the opportunity to design two ornate structures that attract every visitor to New York. This chance came to Mr. Kimball when he was selected to prepare the drawings for the Empire and Trinity Buildings. Old Trinity churchyard stands between the two and the beautiful exterior of the towering buildings will probably remain unobscured for a century to come.

Possibly one of the best of Mr. Kimball's creations is the City Investing Building. While the frontage on Broadway is small, one is impressed upon entering its doors with the magnitude and beauty of its interior. A rotunda with an unusually high ceiling extends the entire length of the building, and the impression prevails that you are in one of the biggest of New York's many mammoth structures.

The entire building throughout shows character and the decorations are most pleasing. There is probably no other building in the country where massiveness, dignity and beauty are more artistically blended.

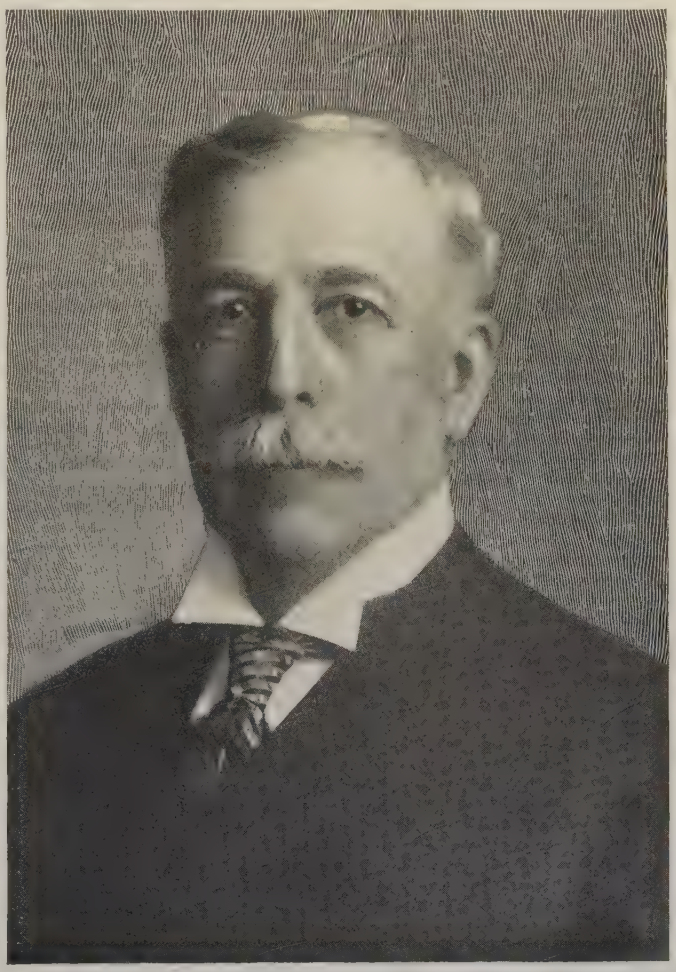
Mr. Kimball is of English ancestry and the American branch was founded in New England about 1660. His father was Samuel Kimball, who married Hannah H. Tasker, also descended from an old Maine family.

During the Civil War Mr. Kimball, at the age of seventeen, enlisted in the United States Navy, and after a short service, resumed his interrupted career. Mr. Kimball married Miss Jennie G. Wetherell, in Haverhill. His residence is at 250 West Eighty-eighth Street, and he has a handsome studio in the Empire Building, 71 Broadway.

He is a Republican in politics but has never been active and has never sought public office. He is a member of the Players', City Lunch and Lawyers' Clubs, and also of the New York Chapter of the American Institute of Architects.

HENRY PRENTISS, president and treasurer of the Prentiss Tool and Supply Company, was born in Hubbardston, Mass., September 25, 1848, the son of Henry and Adaline (Wright) Prentiss and a direct descendant of Valentine Prentiss, who came to America with John Elliott, the apostle, who settled in Roxbury, Mass., in 1631.

Mr. Prentiss was educated in public and high schools of Hubbardston and Worcester and began business life with William Dwight, Boston. He removed to Cincinnati in 1861, and became secretary and treasurer of the White Water Railroad, now part of the "Big Four" system.



HENRY PRENTISS

In 1875 he removed to this city and started the manufacture of taps, dies and machinists' small tools, and ten years later the Prentiss Tool and Supply Company was incorporated.

From this beginning, the company, under the personal guidance of Mr. Prentiss, has developed a business in the sale of metal-working machinery which is one of the largest in the United States, the annual sales running into millions of dollars, necessitating branches in Boston, Mass.; Buffalo and Syracuse, N. Y.; and Scranton, Pa.

He is a member of the Executive Committee of the National Supply and Machinery Dealers' Association. He belongs to several clubs in New York and elsewhere.

He married, June 9, 1870, Anna E., daughter of Rev. Reuben Jeffery, of Brooklyn, N. Y., and has four children living: Julia H., Ella J., Valerie and Marshall Prentiss. He resides at Rutherford, N. J., and his business address is 115 Liberty Street.

GEORGE CARSON SMITH

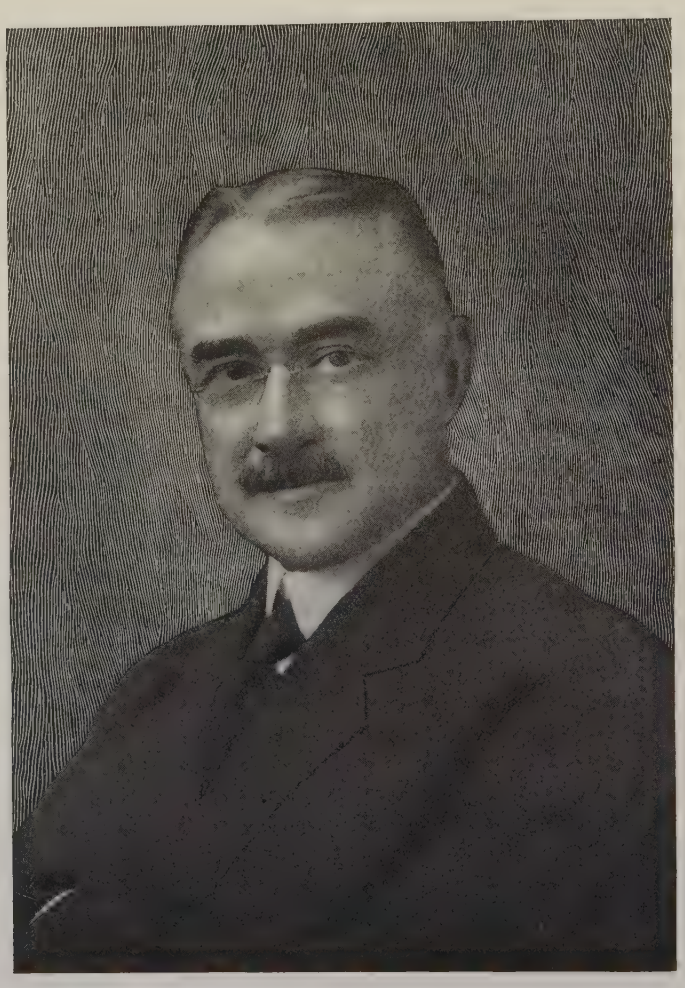
GEORGE CARSON SMITH, now vice president of Westinghouse corporations, and largely identified with the transportation interests of the country, is a native of Granville, N. Y., where he was born March 4, 1855, son of Harvey J. Smith, a merchant, and Oliva Cordelia (White) Smith. He is of English ancestry, descendant from Isaac Smith, who came to New England between 1750 and 1760; and is grandson of Rev. George Smith, a prominent clergyman of New York, whose uncle, Judge Hollister Smith, was a distinguished jurist of Connecticut.

Mr. Smith attended North Hebron Institute in Washington County, New York, until 1872; then was at Castleton Seminary in Vermont for two years, and after that in Adrian College, Michigan, from which he was graduated A. B., 1877. Following his graduation he was appointed private secretary to the governor of Michigan, and after four years' service in that capacity he entered railroad service, in 1881, as secretary to the general manager of the Texas and Pacific and International and Great Northern Railways. In 1887 he was appointed assistant to the vice president of the Missouri-Pacific System, and from 1890 to 1894 he was assistant general manager of the Missouri-Pacific System, and general manager of the Kansas City, Wyandotte and Northwestern Railroad. From 1894 to 1900 he was president and general manager of the Atlanta and West Point Railroad and of The Western Railway of Alabama, then general manager of the St. Louis-Louisville Lines of the Southern Railway until 1901, when he became actively identified with the Westinghouse interests.

Mr. Smith is now president of The Lackawanna and Wyoming Valley Rapid Transit Company, the Grand Rapids, Grand Haven and Muskegon Railway Company, and the Westinghouse Inter-Works Railway Company; is vice president of the Manila Electric Railroad and Lighting Corporation, Electric Power Securities Company of Niagara Falls, Niagara, Lockport & Ontario Power Company and The East Pittsburgh Improvement Company; and a director in The Westinghouse Air Brake Company, Westinghouse, Church, Kerr & Company, Union Switch and Signal Company, Electric Properties Company, Atlanta Water and Electric Power Company, Westinghouse Lamp Company, and other Westinghouse companies.

In politics Mr. Smith is a Republican, but his career has not been active along political lines. He is a member of the Duquesne Club of Pittsburgh, and of the Engineers' and Railroad Clubs of New York.

He married, in Pittsburgh, Pa., May 15, 1878, Jennie Prosser, and they have four children. The eldest, a daughter, Olivia, was married in 1901 to Harry Allen Cornelius, of Pittsburgh. The others are sons, including Somers H., born September 1, 1884, now practising law in Seattle, Wash.; George C., Jr., born September 10, 1888, undergraduate at Cornell University, and Charles Warren, born August 16, 1890, undergraduate at Dartmouth College.



EDWARD R. STETTINIUS

EDWARD R. STETTINIUS, now president and treasurer of the Diamond Match Company, was born in Saint Louis, Missouri, February 15, 1865, the son of Joseph Stettinius, who settled in Saint Louis, Missouri, about 1830, and was identified until his death, in 1868, with the wholesale grocery trade and the shipping and insurance interests of Saint Louis.

His son, Edward R. Stettinius, was brought up in Saint Louis, attending schools there and completing his education at the Saint Louis University. He entered active business in 1883, and after spending about nine years in Saint Louis, the last five years of which was spent in the stock brokerage business, he removed to Chicago.

In 1892 Mr. Stettinius was elected to the office of treasurer of The Stirling Company, manufacturers of machinery, water-tube boilers and various other devices, connected with the generation of steam, and he continued his connection with that company until it was consolidated, in 1906, with the Babcock & Wilcox Company, of which he is a director and vice president.

Mr. Stettinius was elected, in 1904, a director of the Diamond Match Company, which is the leading corporation engaged in the manufacture of matches in this country, and in 1906 he was elected vice president of that company, so continuing until May, 1909, when he was elected to the head of the company with the offices of president and treasurer.

Mr. Stettinius has gained an excellent reputation for his financial and organizing ability and in the executive management of the large corporations with which he has been identified, he has displayed abilities which have earned him a place among the most able and enterprising men connected with the creation and management of large industrial corporations. Both in Chicago and New York he has been recognized as an important member of the group of men who have in recent years demonstrated the advantages of the modern methods of consolidation of industries in place of the expensive and destructive methods of the former era, when small concerns with restricted resources were engaged in destructive competition. He has done much constructive work in placing the enterprises under his direction upon the basis of perfect industrial and financial organization, conducive alike to economy and efficiency of administration.

Mr. Stettinius is a member of several of the leading clubs in New York and Chicago, including the Chicago Club, Chicago Athletic Club and Midday Club, of Chicago; the Engineers', Lotos, Railroad, and Lawyers' Clubs, of New York City; the Automobile Club of America, and the Richmond County Country Club. He has his office in the Trinity Building, at 111 Broadway, and his residence at Dongan Hills, Staten Island.

He married, in Richmond, Virginia, October 18, 1894, Judith Carrington, and has four children: William, Isabel, Edward, Jr., and Betty.

WILLIAM H. TAYLOR, was born in Paterson, N. J., September 30, 1859, the son of William H. and Catharine G. (Deeths) Taylor. His paternal ancestry was English and of great antiquity, the name in its original form being Taillerfer and brought to England by one of the Norman barons who accompanied William, the Conqueror. It was immortalized by Sir Edwin Bulwer-Lytton in The Last of the Saxon Kings, who tells of Taillerfer, a warrior of gigantic stature, who led his followers in the battle of Hastings and who slew many of the foe before he fell at the hands of Leofivine, a brother of the Saxon king.

WILLIAM H. TAYLOR

The Heralds' College attests the right of the Taylor family to bear arms by the registry of its crest—a dexter arm embossed in armor, the hand in a gauntlet, grasping a javelin, with the motto *Consequitor Quodounque petit*—"He accomplishes what he undertakes."

Large landed estates in Kent, England, were received from the Conqueror and these descended in 1256 to Hanger Taylerfer, from whom the American Taylors claim descent. The foundation of the family in America was in 1692, when Edward Taylor "of Briggs House, County of York, England, residing in London" came and settled in this country.

The family has contributed many eminent men in all walks of life and never, so far as known, in its history has the name been smirched by an unworthy act. Major Richard Cox, whose mother was a Taylor, was a soldier in the Revolutionary War, while Elisha Taylor was an officer in the War of 1812. John Taylor, of New York, was a member of Congress uninterrupt-

edly from 1813 to 1833 and was twice speaker of the House. Other members of the family were: President Zachary Taylor, Bayard Taylor, author and poet; Brook Taylor, the "water poet," and Tom Taylor, once editor of the unique "London Punch." Its ecclesiastical history includes Rev. Jeremy Taylor and the late Bishop Frederick W. Taylor, of Illinois.

In the American family was William H. Taylor, grandfather of him of the same name to whom this narrative principally relates. He was a native of Birmingham, England, the son of a silversmith, and came to the United States and located in Paterson, New Jersey. He brought with him considerable means and lived in pleasant retirement. He married Mary White, and to them were born children: William H., James, John, George, Charles, Joseph, Emma, Sarah and Mary.

William H. Taylor, eldest son of William H. and Mary (White) Taylor, was born in Birmingham, England, in 1826, and was six years old when his parents came to the United States. In 1851 he married Catherine G. Deeths, daughter of Nicholas and Ann Deeths, and to them were born three children: Emma G., Cassie G., and William H.

The present William H. Taylor was educated in Paterson, New Jersey, and Allentown, Pennsylvania, and pursued advanced studies in Dickinson Seminary, but left that institution to assist in the management of his father's machinery and supply business, William H. Taylor & Company, Allentown, Pennsylvania. He gained a complete knowledge of the business and upon the death of his father, in 1880, he assumed control. In 1884 he established a branch at Scranton, Pa., the Scranton Supply and Machinery Company, and in 1889 another branch, the Hazleton (Pa.) Machinery & Supply Company.

Becoming interested in coal mining, Mr. Taylor has become one of the largest individual anthracite coal operators in Pennsylvania. He was counsellor for The St. Clair Coal Company, of which he is president, in the Anthracite Strike Commission, and is president of the Franklin Coal Company; also the Goodwin Car Company. He is also a director of The Coal and Iron National Bank and a member of the Chamber of Commerce of the State of New York, besides being actively interested in numerous other financial and commercial enterprises. Mr. Taylor is a member of the Scranton Club of Scranton, Pa., the National Geographic Society, the American Academy of Political and Social Science, American Institute of Mining Engineers; he is a thirty-second degree Scottish Rite Mason and a member of First Church of Christ, Scientist, New York City.

In 1886 he married Miss Nellie Grace Barker, daughter of Samuel Gunn and Susan Kidder Barker, of Scranton, Pa., and to them have been born four children: Nellie Grace (deceased), Alice Marion, William H., and John D. Higgins Taylor.

JOHN ROBERT STANTON

JOHN ROBERT STANTON, capitalist and mining engineer, was born in New York City, September 25, 1858, being the son of John and Elizabeth Romaine (McMillan) Stanton. His father, who was a native of Bristol, England, was a mining engineer of marked ability and distinction.

Mr. Stanton began his education in the public schools of New York City, and took a partial course in the School of Mines of Columbia University.

In 1879 he began his successful career as a mining engineer in connection with the Atlantic Mining Company and the Central Mining Company, both of Michigan, and since then has continued to be interested in mining corporations in that State, becoming secretary, treasurer and a director, in 1890, of the Wolverine Copper Mining Company, and in 1898 treasurer of the Mohawk Mining Company. He is also president and director of the Phœnix Consolidated Copper Company of Michigan; secretary, treasurer and a director of the Central Mining Company of Michigan; treasurer and director of the Atlantic Mining Company, and a director of the Trimountain Mining Company, the Michigan Smelting Company, and the Pneumatic Wheel Company.

He is an engineer of marked ability and a business man of executive and administrative skill, and is a member of the leading professional and scientific societies, including the American Institute of Mining Engineers, American Society of Civil Engineers, Lake Superior Mining Institute, the Franklin Institute of Philadelphia, American Association for the Advancement of Science, National Geographic Society, American Forestry Association, New York Botanical Gardens, New York Zoölogical Society, New York Horticultural Society, and the Metropolitan Museum of Art; also of the Sons of the Revolution, St. George's Society, St. Andrew's Society, Robert Burns Society, Huguenot Society, Municipal Art Society, the Thomas Hunter Association, and the Societies for the Prevention of Cruelty to Children, and Animals.

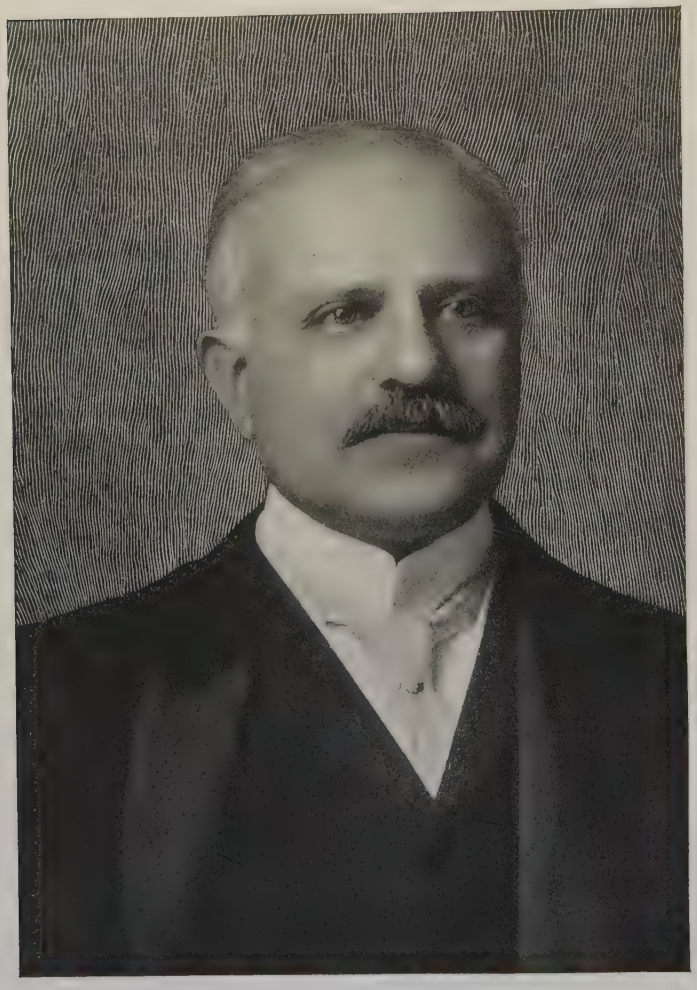
Mr. Stanton joined the historic Seventh Regiment of the National Guard of the State of New York in September, 1876, and served ten years, receiving his honorable discharge in November, 1886, and has since served six years as lieutenant and four years as captain and is life member of Company A, Seventh Regiment Veteran Association; member of Seventh Regiment Veteran and Active League, Active and Veteran Comrades of Company A, the Old Boys of Company A, and the Washington Continental Guards.

He is fond of yachting and of aquatic sports in general, and is a member of the New York Yacht Club, Columbia Yacht Club of New York, and Onigaming Yacht Club of Michigan; also of the Union League, Lotos, Engineers', Republican, Twilight and Dunwoody Country Clubs of New York; Chicago Athletic Club, and the Miscowabik and Onigaming Clubs of Michigan.

Mr. Stanton married, September 4, 1899, Helen Maud, daughter of Ira Kilmer, of Galesville, Wisconsin.

DANIEL GUGGENHEIM, president and chairman of the Board of Directors of the American Smelting and Refining Company, was born in 1856; and is one of seven brothers who have become prominent in the industrial and financial world. His father, Meyer Guggenheim, came to this country from Langnau, Switzerland, in 1848.

In 1881 Meyer Guggenheim organized the manufacturing firm of M. Guggenheim & Sons; and in a few years acquired large mining and smelting interests. In January, 1901, M. Guggenheim & Sons obtained control of the American Smelting and Refining Company by a merger. At this time the Smelting and Refining Company was in bad financial straits, but by careful and progressive management Daniel Guggenheim and his brothers have made it the most successful organization of its kind in the world.



DANIEL GUGGENHEIM

Mr. Guggenheim is also president and director of the American Smelters' Securities Company; president and director of the Guggenheim Exploration Company; vice president and director of the Federal Lead Company; and a director in the following companies: American Smelters' Steamship Company, Continental Rubber Company of America, Esperanza Mining Company, Gimbel Brothers, Incorporated, Morton Trust Company, National Bank of Commerce, National Lead Company, and the Nevada Northern Railway Company. He is a trustee of the Temple Emanu-El and has been active in many charities.

Daniel Guggenheim was married to Miss Florence Schloss, July 22, 1884. They have two sons and one daughter.

WILLIAM BUTLER HORNBLOWER was born in Paterson, New Jersey, May 13, 1851, son of Rev. William Henry Hornblower, D.D., a distinguished Presbyterian divine and theologian, and of Matilda (Butler) Hornblower. His great-grandfather, Josiah Hornblower, who came from England to New Jersey in 1753, was an engineer who built the first steam engine in America, a member of the Continental Congress, and a judge in New Jersey. His grandfather, Joseph Coerten Hornblower, was chief justice of that State.

WILLIAM BUTLER HORNBLOWER

Mr. Hornblower was graduated from Princeton in 1871, and from Columbia Law School in 1875, and received his A.M. in 1874, and LL.D. in 1895, from Princeton. He was admitted to the bar in 1875, soon taking a prominent place in the profession, and is now head of the law firm of Hornblower, Miller & Potter.

He served on the Legislative Commission appointed in 1890, to propose amendments to the Judiciary Article of the State Constitution, and was appointed by President Cleveland a justice of the United States Supreme Court in 1893, but was not confirmed because of the political opposition of Senators Hill and Murphy. He is a member of the American, New York State and City Bar Associations, Sons of the Revolution, and the University, Century, Metropolitan, Manhattan, City, Reform, Riding, and Princeton Clubs, of New York.

He married, in 1882, Susan C. Sanford, who died in 1886, and, second, in 1894, Emily S. (Sanford) Nelson. He has two sons, Lewis W. and George S. Hornblower.

MORTIMER F. ELLIOTT

MORTIMER F. ELLIOTT, general solicitor of the Standard Oil Company, is a native of Tioga County, Pennsylvania, where his father was engaged in farming, and in his boyhood he divided his time between work on the paternal farm and the studies of the neighboring district school, and afterward attended Alfred University, in Allegany County, New York. He left before graduation and took up the study of law in the offices of Hon. James Lowry and Hon. Steven S. Wilson, at Wellsboro, the county seat of Tioga County, his preceptors being among the leading members of the Tioga County bar at that time. He supported himself at various kinds of work, while engaged in his legal studies, until he was sufficiently proficient to secure admission to the bar and engage in the practice of law.

He soon built up a good practice, studied his cases thoroughly and was successful, and after a few years was nominated by his party as Democratic candidate for the office of president judge of Tioga County, and though defeated ran far ahead of his ticket. A year later he was elected a member of the Constitutional Convention of Pennsylvania and bore a prominent and influential part in the deliberations of that body and in the reformulation of the organic law of his native State. He was elected to the Forty-eighth Congress, but after serving that term returned to the practice of law. Meanwhile the oil business had become the principal interest in his section of Pennsylvania, and he became known throughout that region as an expert in all law questions pertaining to oil wells and all kinds of oil matters, and finally his learning and success led to an offer of the Standard Oil Company to Mr. Elliott to become a member of its legal force.

Since then Mr. Elliott has been an attorney for the Standard Oil Company, and since nearly two years before the death of Samuel C. T. Dodd, the former general solicitor of the Standard Oil Company, he has filled that position and has been at the head of the legal department of the greatest corporation in the world. In conserving the vast resources, and defending the complex interests, of that great corporation, the services of the highest legal ability are constantly required, and Mr. Elliott has fully justified the wisdom of placing him at the head of the company's legal department.

Mr. Elliott is an authority upon all that relates to the law as it affects the oil business, has great ability as an advocate as well as a counselor, and is a thoroughly equipped lawyer in every respect. Besides deep learning, he has a keen sense of humor, is a judge of men as well as of legal questions, and has a place with those at the head of the American bar.

GENERAL EDWARD P. MEANY

GENERAL EDWARD P. MEANY, counselor at law and one of the most distinguished of American lawyers, was born in Louisville, Kentucky, May 13, 1854, the son of Edward A. and Maria Lavinia (Shannon) Meany, and he is of English and Irish ancestry. His father was for a number of years conspicuously identified with the jurisprudence of the South, not only occupying an honored place upon the bench, but also having a career of exceptional brilliancy at the bar as well. Commodore Barry and Captain John Meany, of Philadelphia, Pennsylvania, were members of his father's family. His maternal grandfather was Henry Gould Shannon, who settled, in 1810, at Louisville, of which he was a prominent and respected citizen.

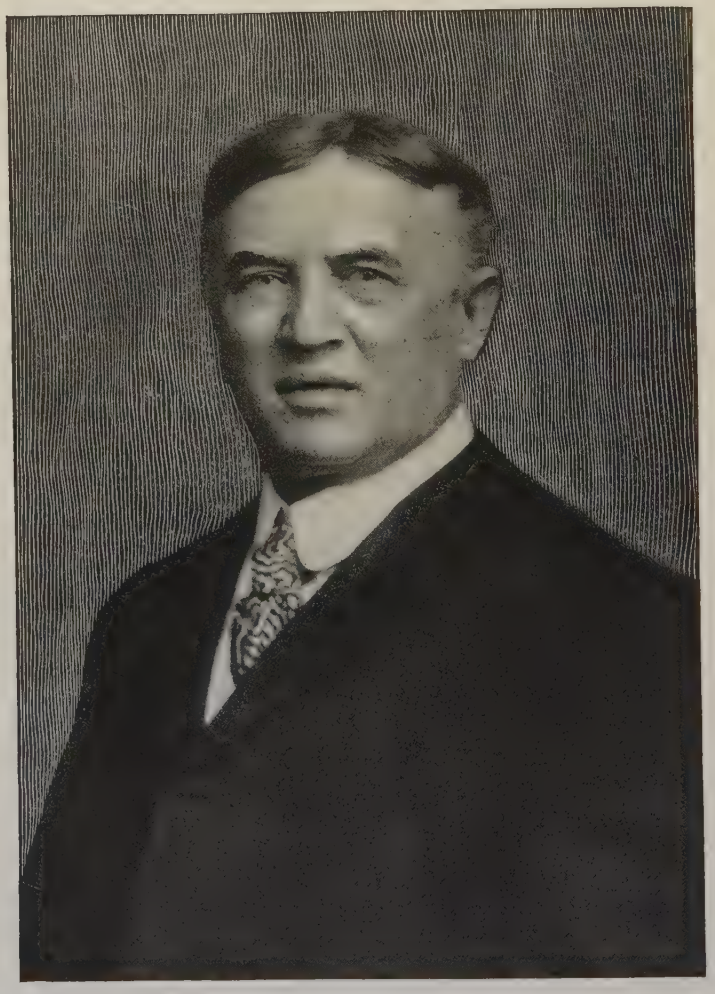
General Meany was educated in the schools of his native State of Kentucky and at Saint Louis, Missouri, and he was prepared for the practice of his profession in the most careful and thorough manner by his father, and was admitted to the bar in 1878. Being a close student and possessed of a judicial mind and much forensic ability, he soon attained prominence at the bar.

He was for many years counsel for the American Telephone and Telegraph Company, and held several positions of prominence and confidence in that corporation and in many of its associate companies. Besides a thorough knowledge of the law and of legal practice and procedure, General Meany developed marked ability along executive and administrative lines, and he has been called to duty as officer and director of several important railway, financial and other corporations. He was elected, in 1884, to the office of vice president of the New Mexico Central and Southern Railway Company, and represented that company in Mexico and Europe, rendering to that corporation especially valuable service by obtaining from the Mexican government the concession under which it operated in the Republic of Mexico. He is vice president and a director of The Trust Company of New Jersey, and a director of The Colonial Life Insurance Company of America, The National Iron Bank of Morristown, New Jersey, and several business corporations.

Since 1893 he has been judge advocate general of New Jersey with the rank of brigadier general. In 1894 he was one of the Palisades commissioners of the State of New Jersey, and he has been a trustee and treasurer of the Newark Free Public Library. General Meany is a Democrat in politics. He was a delegate from New Jersey to the National Democratic Conventions of 1896 and 1900, and at both conventions he earnestly supported the principles advocated by the Old Line Democracy, and vigorously protested against the abandonment by the party of these principles.

He is a member of the Lawyers' Club, the Morris County Golf Club, Morris County Country Club, The Whippany River and Morristown Clubs.

General Meany married Rosalie, daughter of Peter Behr, of Saint Louis, Missouri, and has one son, Shannon Lord Meany.



FERDINAND SULZBERGER

FERDINAND SULZBERGER, president of the Sulzberger & Sons Company (formerly Schwarzschild & Sulzberger Company), was born in Baden, Germany, and represents the oldest of the four American branches of the distinguished Sulzberger family, which derived its origin from the town of Sulzberg, in Bavaria. The other American branches of the family also include men of distinction, among whom is Hon. Mayer Sulzberger, president judge of the Court of Common Pleas of Philadelphia.

Mr. Sulzberger was a farmer's son, spending his early life upon the farm. He attended the German High School, came to the United States when twenty years old, and entered the slaughtering business in New York City. Later, with a partner, he established the firm of Schwarzschild & Sulzberger Company. That company, the oldest of the packing concerns of the United States, was among the pioneers in the business of shipping refrigerator beef from the West, having its own equipment of refrigerator cars.

The Schwarzschild & Sulzberger Company was merged in the Sulzberger & Sons Company when the latter corporation acquired the whole of the outstanding capital stock of Schwarzschild & Sulzberger Company, and Mr. Ferdinand Sulzberger continues at the head of the business as president of the Sulzberger & Sons Company. No man has done more to bring to its present high state of development the dressed-beef industry, or to bring about the modern methods of handling the product. The Sulzberger & Sons Company has enormous plants in New York City, Chicago and Kansas City, and has another, now in course of construction, at Oklahoma City, Oklahoma. The Chicago plant of this company is said to be the most modern in equipment of any in the world devoted to the packing industry, having the very latest improved machinery and facilities for the slaughtering of cattle and handling of the products, from the time of killing to the manufacture of the vast quantities of by-products derived from cattle.

So extended are their operations that there is scarcely a town that is not reached by the branch houses, distributing points and sales agencies of Sulzberger & Sons Company throughout the United States and at many European points. To create the great and effective industrial and commercial enterprise represented by the plants, transportation facilities and system of distribution of the Sulzberger & Sons Company has required a remarkable genius for organization.

Mr. Sulzberger, in addition to his position at the head of this company, is also president of the Cold Blast Transportation Company, the Lackawanna Live Stock Transportation Company, John Reardon & Sons Company of Boston, and several other large enterprises. He has given much time and numerous liberal donations to various charitable institutions in New York City and elsewhere, and has for years served as a director of the Montefiore Home.

GEORGE DEVEREUX MACKAY

GEORGE DEVEREUX MACKAY, banker and railway official, is a native of Brooklyn, New York, and son of John Sutherland and Mary (Devereux) Mackay. He is of English and Scotch descent, but on both sides, of old American families, from John Devereux, who came to America in 1640, and John Mackay, who also came to America in 1760, the Devereux family having been especially prominent and its interesting story has been put into book form under the title, From Kingdom to Colony, by Mary Devereux. Mr. Mackay's father was a banker and Mr. Mackay himself was educated in the Brooklyn public schools and the Brooklyn Polytechnic Institute until 1870, when he became a clerk in the banking house of Vermilye & Company, and in 1875 became a member of the New York Stock Exchange. In 1880 he became partner of the late firm of Vermilye & Company, with which he continued for twenty-five years, and he was afterward with the firm of Mackay & Co. until 1908, when, having accumulated extensive interests in various corporations, he retired from active banking business in order to devote his attention to the care of his investments and his duties in connection with the companies in which he is an officer or director. He is a director of the Kanawha and Michigan Railway Company; vice president of the Tri-City Railway and Light Company; treasurer of the Georgia Coast and Piedmont Railroad Company; president and director of the Acme Ball Bearing Company; director of the Alabama Marble Company, the Barnes Real Estate Association, and the Mount Vernon Trust Company.

He has always supported Republican candidates except when the candidacy of Grover Cleveland for President was endorsed by the Independent Republicans in 1884. He was appointed by Governor Odell on the Visiting Board of State Hospital for the Insane for New York district, serving from 1905 to 1907. He is the manager of the Roman Catholic Orphan Asylum of New York.

Mr. Mackay went to Europe, the Holy Land, and Egypt, in 1892, accompanying Mr. Dwight L. Moody on his trip to the Holy Land, and the notes which were made by Mr. Mackay on that memorable journey, being the only record of Mr. Moody's daily life in the Holy Land, were extensively used in the various biographies of Mr. Moody which were published after his death. Mr. Mackay is a member of the Metropolitan, Republican, and the Railway Clubs of New York City, and of the Knights of Columbus.

Mr. Mackay married, in Brooklyn, New York, February 5, 1880, Annie R. Barnes, daughter of A. S. Barnes, the well-known publisher of school books, and they have six children: Madeline, who married Avent Childress, and has three daughters; Donald Mackay, II, Hugh J. Mackay, Alfred B. Mackay, Lois Mackay, who married Roland F. Elliman, and has one son; and George D. Mackay, Jr. Hugh J. Mackay married Gertrude Bovee, daughter of C. N. Bovee, a prominent lawyer and partner of General Stewart L. Woodford.

CHALMERS DALE

CHALMERS DALE is one of the younger members of the New York Stock Exchange who has, during the past few years, made for himself a record of financial and organizing ability and attained a notable measure of success. He is a native of the City of New York, where he was born February 2, 1882, being the son of Chalmers and Carrie Reed (Lyon) Dale. His parents on both sides are members of families which have been long established upon American soil, but which were originally of English origin and ancestry.

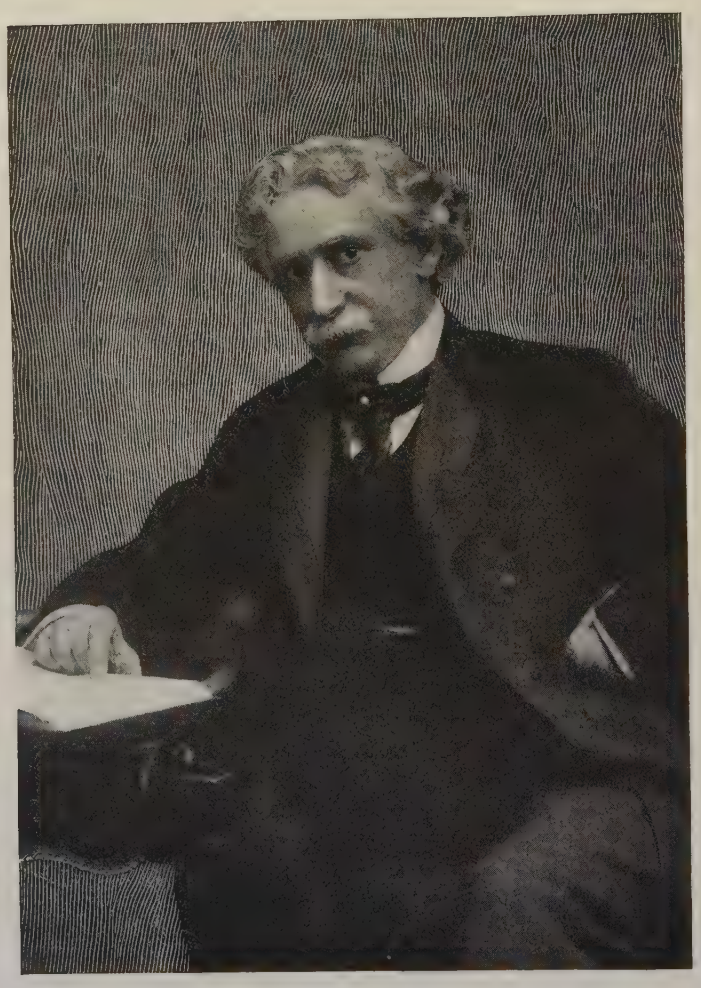
Mr. Dale enjoyed the best educational advantages, receiving his early training in Drisler's School in New York City, and his preparation for college at the famous Hill School, of Pottstown, Pennsylvania, where he remained for six years, and he completed his scholastic training in the Sheffield Scientific School of Yale University, being a member of the Class of 1904.

His father had been for years an extensive investor in securities, and Mr. Dale had early determined upon a financial career. Therefore, upon leaving the university he sought to perfect himself in the study of market conditions and investment values, and he dealt in stocks and securities as an investor for several years until he had attained a practical knowledge of the stock market. In 1908 he bought a seat on the New York Stock Exchange and engaged in a regular brokerage business in stocks and bonds, and since then has been identified with many important stock-market operations.

Mr. Dale has acquired numerous important interests, but is especially well known in the financial world as an organizer, in 1905, of The Precious Metals Corporation, the stocks of which have attained a place of prominence among the active securities in the New York market, attracting the attention of investors all over the country. Mr. Dale is the treasurer of the corporation, and has devoted his personal attention to its financial welfare, making a market for its securities, and the success and vitality of the corporation is in a very large measure due to his organizing ability and his watchful care. Besides his connection with this company, Mr. Dale is identified to an influential degree with other enterprises, and has met with continuous success in his operations.

Mr. Dale has traveled extensively in Europe and in the eastern part of the United States. He is a Republican in political views, though not especially active in partisan affairs. He is a director of the Riding and Driving Club of Brooklyn, and a member of the Crescent Athletic Club of that borough. His other club affiliations include The Lambs, of New York City, and the Seawanhaka-Corinthian Yacht Club.

Mr. Dale married, in Brooklyn, March 31, 1905, Miss Sadie Peters, and they have a town house at 992 Park Place, Brooklyn, and a delightful country residence, "Bonnie Braes," at Cold Spring on the Hudson, New York.



WILLIAM NELSON CROMWELL

WILLIAM NELSON CROMWELL, an American lawyer of remarkable achievements and international fame, was born in New York in 1854. When the war began, in 1861, his father went to the front as colonel of the Forty-seventh Regiment of Illinois Volunteers under General Sherman, and was killed at the battle of Jackson, in 1863. After Colonel Cromwell's death, his widow returned to the East and made her home in Brooklyn.

His early education was under a private tutor. Later he was graduated from Columbia Law School and then entered the office of Sullivan, Kobbé & Fowler, which was one of the leading law firms of the metropolis, headed by Algernon Sidney Sullivan, who was one of the greatest lawyers of his time, and whose example was an inspiration to young Cromwell. A hard worker, and a careful student, of tireless energy and an undeviating determination to achieve mastery of the profession of the law, he was admitted to the bar in 1877, continuing with Mr. Sullivan and, advancing in his favor, was almost immediately admitted to partnership in the firm, which then took its present name of Sullivan & Cromwell, which name has since been continued, although Mr. Sullivan died in 1888; since then Mr. Cromwell has been at the head of the firm.

Throughout his practice Mr. Cromwell has shown especial talent for the larger tasks of corporation law, the forming of great industrial enterprises on a legal basis, the rehabilitation of firms involved in financial tangles, on a large scale, the carrying out and closing of difficult negotiations, and the orderly organization of gigantic enterprises into legal working order. When only at the bar a year or two, he won his first legal spurs by becoming the aggressive and leading counsel in the foreclosure of the Houston and Texas Central Railway Company against Mr. Huntington, practically managing the receivership as counsel until the mortgage debt he represented was paid in full. The first case in which his great abilities found scope for ample demonstration was that of Decker, Howell & Company, a brokerage firm which had failed for sixteen million dollars. Their affairs were placed in Mr. Cromwell's hands and he took hold of them with such energy and insight that in two months he had straightened out the firm's affairs and the creditors were paid in full, a consummation which no one had been sufficiently optimistic to expect. For his marvelous success in that case the court allowed a fee of $400,000, though Mr. Cromwell refused to take more than $250,000. Then the affairs of young Ives, "the Napoleon of Finance," involving administration of railroads and banks, were placed in his hands and successfully adjusted with expedition. A similar result attended his efforts in the cases of Price, McCormick & Company, who failed for ten million dollars, and the Produce Exchange Trust Company, which he soon put in reorganized condition and

reëstablished successfully under another name; the reorganization of the United States Ship Building Company, the Seventh National Bank, and the Metropolitan Fire Engine Company followed. He unraveled the complications of the Penfield Companies, and has been the most successful adjuster of many Wall Street failures. He was general counsel for the receivers of the Northern Pacific and general counsel in the rehabilitation and reorganization of that company from 1893 to 1896, when it was put firmly on its feet. He was also chief counsel for the New York Life Insurance Company in the contest for the control of that company against an opposition ticket, resulting in a complete victory for the interests represented by Mr. Cromwell.

During the panic of 1907, the large jewelry importing houses of Joseph Frankel & Sons and Joseph Frankel's Sons Company, E. M. Gattle & Company and Gattle, Ettinger & Hammel, found themselves seriously embarrassed with enormous liabilities contracted chiefly for their stock on hand, with the price of precious stones greatly depreciated and sales absolutely at a standstill. In this situation these companies were at the mercy of any creditor who might desire bankruptcy or receivership, which would entail enormous expense and almost inevitable ruin to the business. Mr. Cromwell devised a wholly novel plan, whereby three well-known bankers were induced to act as "liquidating trustees." The companies placed the liquidating trustees in control of their business, and the creditors assigned to the trustees all of their claims, notes, judgments and accounts. These companies, after having been in liquidation for a little over a year, under Mr. Cromwell's directions, received back their property and are to-day prosperous, going concerns, while the creditors received their claims in full, with interest. This method of avoiding the enormous cost and waste of assets involved in bankruptcy, receiverships or assignments for benefit of creditors has since been widely used. No man in the country has to his credit more efficient work in the arresting or preventing of commercial disaster to firms or corporations. He approaches problems of that kind with a degree of analytic insight and skill in diagnosis which is so exact as to deserve to be called truly scientific, and which has, in actual practice, certainly produced results of unique efficiency in the rehabilitation of crippled enterprises.

Mr. Cromwell has been a leading figure in the organization of many of the greatest corporations of the age. He was the originator of the reorganization of the trusts into corporations, including the American Cotton Oil Company. He organized the $80,000,000 National Tube Company, and was one of the chief counsel and influences in organizing the United States Steel Corporation, and many other of the largest corporations.

His genius along the lines indicated attracted the attention of E. H. Harriman, first by his success in fighting that gentleman. That astute financier

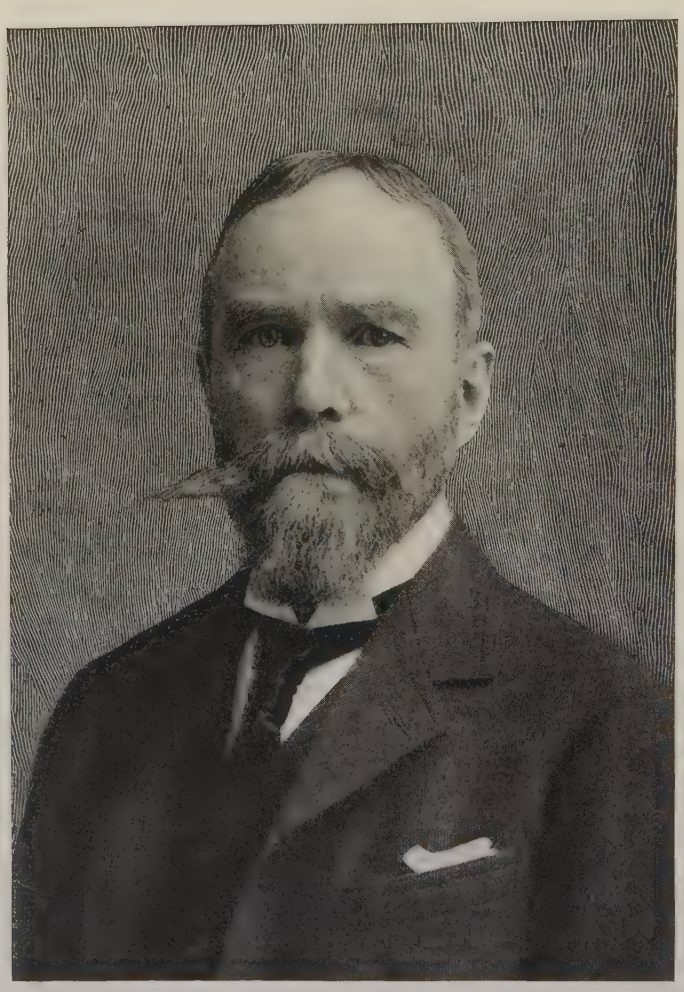
realized that Mr. Cromwell might be as valuable an ally as he was dangerous as an opponent, and Mr. Cromwell made and won for him the fight for control of the Wells-Fargo Express Company. He also represented the Harriman interests in the Illinois Central fight for control and won the contest which resulted in the ousting of Stuyvesant Fish from the presidency of that company, and placing the Harriman interests in dominancy.

The most notable and best known of his achievements were those which culminated in the adoption, purchase and building by the United States of the Panama Canal. The French Company placed its affairs, without reserve, in the hands of Mr. Cromwell. At that time the probability that the Panama Canal route would ever be chosen for the canal was practically hopeless. The engineers' reports, the Congressional Committees, and a strong Nicaraguan organization had brought the Nicaragua route so prominently in favor that it had been virtually decided upon by Congress. To inaugurate and organize a campaign of education in favor of the Panama route; to present arguments against men who had for years been strenuously advocating the Nicaragua route and who had a large part of the press committed to and strongly fighting for their theories; and against international powers that were combating his efforts through diplomatic channels—this was the task that he took up simultaneously in Washington, Paris, Panama and Colombia. He succeeded in it, and finally was the chief instrument in adoption of the Panama Canal bill, and afterwards negotiated and completed the transfer of the French Panama Canal to the United States for forty million dollars. It has been given to few men to accomplish so important an international undertaking.

While his achievements have been so markedly individual, Mr. Cromwell's chief ambition has been to organize his law firm upon the highest plane of professional ethics and with such skilled and able assistants that the firm would become a permanent legal organization and survive his own activities. He thus has surrounded himself with a partnership organization comprising over a score in number, and an office force of twice that number, thus giving assurance of perpetuity next only to that of the corporate form which would be inapplicable to the legal profession.

Mr. Cromwell is a tireless worker and student, a master genius of negotiation and organization. Next to his work he loves music and art. His home on West Forty-ninth Street is adorned by many paintings of the best artists, notably canvasses by Bouguereau and other great artists of the modern French school, and he has a large pipe organ installed in his home, and he finds his chief diversion in playing on that instrument.

He is a member of the Union League, New York and Metropolitan Clubs, the Metropolitan Museum of Art, and Lawyers' Club. He married Mrs. Jennie Osgood.



JAMES ROBERT KEENE

JAMES ROBERT KEENE has been, since 1877, one of the most prominent and masterful participants in the gigantic operations that centre in Wall Street, where he has sustained the position of a leader through many a hard-fought financial campaign. Before he came here he had established his reputation as by far the boldest and most successful financier of the Pacific Coast.

Mr. Keene was born in 1838 in London, England, where his father was a successful merchant, and his education was acquired in a private school in Lincolnshire, and afterward in Dublin, under the instruction of a friend of his father, an old master of Trinity College, continuing until his father, having determined to come to America, brought him, with his family, to this country.

James R. Keene was little more than fifteen years of age when his ambitious and adventurous spirit impelled him to seek a career for himself. The Golden West was then the goal of those who sought for Fortune's favors; so he made his way by the overland route to California, settling in one of the northern counties. There he followed various pursuits, prospected in the mountains and became interested in mining ventures. He edited a newspaper for two years, and during that period studied and practised law.

At that time the developments on the Comstock lode in Nevada had assumed such importance that the Washoe Country became the centre of interest in the mining world. From all parts of the country adventurers rushed in a continuous stream to the new Eldorado. Thither went Mr. Keene, than whom there was none more alert and enthusiastic in all that eager and ambitious throng. His genius for speculation soon asserted itself, and he acquired interests in many mining properties and made some advantageous deals in the local mining stocks of that region. After a time he had not only gained a moderate fortune, but with it had made the more valuable acquisition of a fund of knowledge of the mines of that region which proved a most useful asset in his later and larger operations.

Having definitely discovered his own genius for speculation he went to San Francisco and there was soon engaged in operations in Nevada mining stocks, which were the active feature of that market. He did well for a while, but the failure of one of the Comstock mines at the lower levels shattered confidence, sent prices down to the bottom, depressed business, and brought disaster to nearly all who dealt in stocks in that market.

Among others Mr. Keene found his fortune reduced to a deficit, and it was about two years before he and the market had so far recovered that he was able to actively resume his operations. He soon made a reputation as a sagacious speculator, and buying a seat in the San Francisco Stock Exchange, of which he became, in a remarkably short time, beyond all comparison the most skillful, successful and masterful member, and was elected its president.

When the famous "bonanza" discovery was made in the Consolidated Virginia mine, Mr. Keene was one of the first to appreciate its importance, and bought heavily of the securities of that and other properties of that district, which he continued to hold until the following year, when, the stock having reached the sensational prices which marked the culmination of the rise, he realized on his investments with an immense profit.

With the terrible fall of values which shook the market many business disasters came, chief among which was the closing of the doors of the Bank of California, upon the soundness and solvency of which the stability of many of the leading enterprises of the State was founded. Its rehabilitation was an imperative necessity of the situation, and in the measures to that end Mr. Keene took a leading part.

He was one of the four leading California financiers who headed, with $1,000,000 each, the guaranty fund of $8,000,000 found necessary to secure depositors against loss and enable the bank to continue business. He also secured the passage of a resolution by which the Stock Exchange subscribed $250,000, and through his influence individual members of that institution also subscribed $500,000 more toward the amount, which proved sufficient to permit the bank to resume and start anew on a career which has been eminently successful ever since; and to avert the almost incalculable disaster which would have resulted had the institution failed.

Though the bank was saved, the stock market never recovered from the blow. Mr. Keene, in 1877, left with the intention of visiting Europe, but when he reached New York the Wall Street situation was so full of interest that he postponed his European trip and became active in the stock market. Railroad strikes and other disturbing influences had reduced prices of the entire list of stocks to the lowest level which had been reached for years. Mr. Keene, with large cash resources and a conviction that there would be a quick revival of values and a period of great prosperity, bought heavily of all the principal stocks in the market. The soundness of his judgment was fully justified when, as he had foreseen, prices steadily mounted, and by 1879 he found himself in possession of a fortune estimated at $15,000,000.

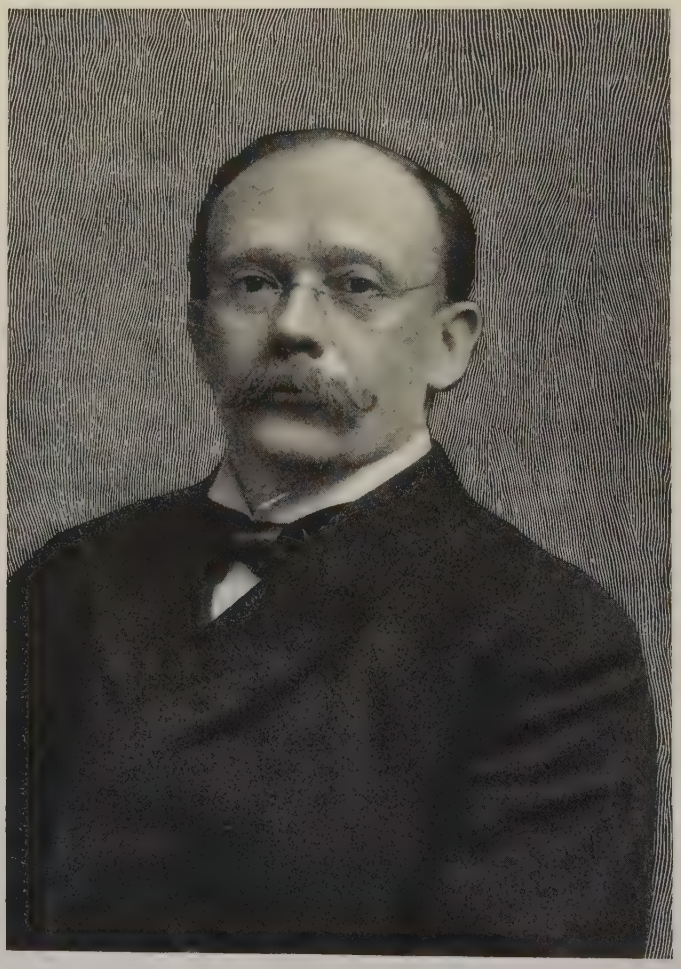
Mr. Keene, after a somewhat extended visit to Europe, returned to New York, and again engaged in the activities of the stock market, in which he has since continued to be one of the most successful and boldest operators, for his own account and as the manager of campaigns for others. No man who has ever appeared in this market has demonstrated a greater mastery of its tactics, a keener insight, a broader outlook or a sounder judgment than Mr. Keene. In the financial battles of Wall Street there has appeared no abler general. Many of the greatest movements in the financial history of New York have been entrusted to him.

When, in a campaign which extended from 1895 to 1897, Mr. Keene made the market for the sugar stocks, it was regarded as a masterful piece of work; and a task which even more strongly demonstrated his great ability was when, in 1901, he made the initial market for United States Steel with an efficiency of management which has never been surpassed. With like good generalship he managed, in its early stages, the upward movement in Amalgamated Copper in 1905. Still more noteworthy was the later campaign which under his charge resulted in securing the control of the Northern Pacific Railway by a brilliant *coup,* the celerity, noiselessness and completeness of which evinced genius of a high order.

Mr. Keene has attained international distinction on the turf, and from his breeding farm have come many of the most distinguished thoroughbreds of the American turf: among them Sysonby, Voter, Ballot, Celt, Colin, Peter Pan, Conroy, Maskette, Sweep, and many others which have won him many triumphs. He has also taken a prominent part in the famous classic races of England and France, notably with his horse Foxhall, which, in 1881, carried off the Grand Prix at Paris, and the Cesarewitch and Cambridgeshire Stakes at Newmarket; his filly Cap and Bells, which won the English Oaks in 1901, and others. His stable represents the best blood of two continents, and its excellence is the result of an almost lifelong study by Mr. Keene of the thoroughbred horse. He is one of the best informed of the world's horse owners, steadfast in his devotion to the best traditions of the turf, and possessing a thorough knowledge of turf rules and racing practices in America and Europe. He has been a steward and vice chairman of the Jockey Club since its first organization. He is a member of The Brook and the Rockaway Hunt Clubs.

Mr. Keene has a beautifully situated home at Cedarhurst, Long Island. He married, in California, Sara Jay Daingerfield, of a most distinguished Virginia family, being the daughter of Colonel LeRoy and Juliet Octavia (Parker) Daingerfield, and a sister of Judge Daingerfield, of the United States Court in California, and of Major Foxhall A. Daingerfield, of Kentucky. Mrs. Keene's mother was a sister of Commodore Foxhall A. Parker, of the United States Navy, and of Senator Parker, of Virginia, whose son, Judge Richard Parker, presided at the trial of John Brown in connection with the Harper's Ferry raid; and was aunt of Commodore Foxhall A. Parker, 2d, who commanded the Potomac flotilla in the Civil War and was afterward superintendent of the United States Naval Academy.

Mr. Keene has a son, Foxhall Parker Keene, and a daughter, Jessie Harwar Keene. Foxhall P. Keene is prominent in the best society of this country and England; is famous as a horseman and a polo player, and has long been associated with his father in turf matters.



EDWARD WESTON

EDWARD WESTON, SC.D., LL.D., one of the world's most distinguished electrical engineers and inventors, was born at Brinn Castle, near Oswestry, Shropshire, England, May 9, 1850, the son of Edward and Margaret (Jones) Weston, but in early life removed with his parents to Wolverhampton, a manufacturing city of Staffordshire.

He attended the National Schools and St. Peter's Collegiate Institute, and was an especially eager student along the lines of physical science and experiment. His father was a landed proprietor but was also a mechanical genius, and young Weston, inheriting like talents, delighted to experiment with tools, and to study the uses and construction of machines. He was only nine when he secured a copy of Smee's Elements of Electro-Metallurgy, of which he made a close and eager study. He fitted up a room in his parents' home, studied and experimented in chemistry and electro-metallurgy, and built induction coils, electric motors and galvanic batteries of various types, using great ingenuity and spending much labor in preparing and adapting the crude materials which were available. His first battery consisted of two cells, the copper plates of which were two old scale pans and the zinc plates such thin sheets of zinc as were readily obtainable in those days. The smallness of the spark obtained from these cells disappointed him; he wanted something more startling, and desired to obtain the most powerful combination of elements used in the Grove or Bunsen cell. Platinum he could not obtain, but he procured rough blocks of carbon from the local gas works which he vainly tried to saw into shape, but could not because of the hardness and density of the material; so he spent days of persistent toil in the work of chipping out material of the required shape and size. Procuring porous cells from a nearby telegraph office and zinc plates from local zinc works he constructed a battery of much greater power than any he had before, and constructed electric bells and similar instruments, and even a small but perfectly workable telegraph line, the insulation of which was accomplished by use of the necks of glass vials. He made the acquaintance of several prominent engineers with whom he discussed various mechanical and electrical problems. One of his suggestions of that early period concerned the subject of steam propulsion upon ordinary roads, using rubber tires to avoid cutting up the roadway. He acquired such a knowledge of electrical science that at the age of sixteen he delivered a public lecture, which attracted much attention, upon the subject of electricity, illustrated by apparatus made by himself.

His parents, while tolerant of his devotion to these experiments, had no sympathy with his ambition to become a mechanical engineer, and endeavored with some anxiety to select a profession for him. On the suggestion of a prominent dentist named Owen, his parents induced him to try dental surgery, but he soon developed a repugnance to that pursuit which made them

seek another for him, and they decided that he should take up the study of medicine. In England the candidate for a medical diploma must not only attend lectures, but must also spend at least three years in association with some duly qualified practitioner in regular practice. Young Weston was, therefore, placed by his parents under the care of Doctors Edward H. and J. M. Coleman, distinguished physicians, and men of scientific tastes, and with them he pursued medical studies for three years, but while he found much scientific incentive in connection with his studies, he early decided that he would never follow medicine as a profession, and continued to devote the time that was not taken up by his medical studies to his mechanical and electrical investigations.

His parents complained of his lack of stability, and, as he found himself out of sympathy with his surroundings, he concluded to leave England. He arrived in New York City in May, 1870, bringing with him his apparatus, a few books, a small amount of money and some letters of recommendation. After several months he secured employment with a small firm of manufacturing chemists, where he remained a year and then became chemist and electrician to the American Nickel-Plating Company.

In that employ he invented processes in connection with nickel plating which are now in universal use and would, if he had protected himself by patents, have brought him great returns. He studied dynamo-electric machines with the object of using them for electro-metallurgical purposes, and from December, 1872, engaged in the nickel-plating business on his own account until 1875. During that period he constructed and put into use a variety of dynamo-electric machines. In 1873 he prepared the first of the copper-coated carbons now in world-wide use in the arc form of electric lighting, and the same year invented the disc armature, which greatly simplified the problems of efficiency and economy in dynamo-electric machines. In 1875 he took out his first patent, which was for an improvement in nickel-plating processes, and the same year gave up the electroplating business which his inventions had so greatly improved both in processes and results.

He moved to Newark, New Jersey, becoming a partner with Messrs. Stevens, Roberts & Havell, in the manufacture of dynamo-electric machines for electroplating, electrotyping, electric lighting and for other purposes. By invention of an ingenious automatic cut-off, which prevented a reversal of polarity and consequent change in direction of the current, he produced the first true dynamo-electric machine which would serve for electro-metallurgical work. It greatly excelled the old galvanic battery system in simplicity, reliability, and economy in zinc, acids and mercury, and is now used in practically every important electrotyping and electroplating establishment. The business was incorporated in 1877 as the Weston Company, which was in

1881 consolidated with the United States Electric Light Company, of which he was electrician until 1888. In 1878 Mr. Weston invented several improvements in nickel plating, upon the basis of which the Weston Malleable Nickel Company was organized.

From 1875 Mr. Weston gave much attention to the problems of the production of light and the transmission of power by electricity, constructed various types of incandescent lamps in 1876, and invented the hydrocarbon treatment, which equalizes and standardizes the brilliancy and degree of resistance of all carbons on a circuit, overcoming defects in structure. Though at first Mr. Maxim obtained the credit and Mr. Sawyer the patent for this invention, the fact that Mr. Weston invented it was finally established and his right in it secured after a long contest in the Patent Office. He also contrived valuable devices for securing uniform luminosity of arc lamps in series. He also constructed several motors for propulsion of electric torpedo boats in 1878; and invented tamadine, a material derived from gun cotton by a series of chemical processes and transformed into a gelatine-like mass, from which carbons can be prepared which are of high specific resistance, elasticity and toughness, and perfectly homogeneous. By their use the number of lights obtainable per horse power is greatly increased, while their high resistance greatly reduced the size and cost of conductors required for incandescent lighting, the invention thus being of great value both as to efficiency and economy.

For the past twenty-two years Dr. Weston's time has been almost exclusively devoted to original investigation, research and invention in connection with the art of electrical measurement. He made three important discoveries, which are at the base of his electrometric inventions, namely: 1, A method of producing permanent magnets; 2, Negligible temperature coefficient alloys; 3, A nonmagnetic spring alloy, and a method of treating this alloy during the course of manufacture to produce springs of the requisite electrical and mechanical properties.

On the basis of these fundamentals Dr. Weston has created a line of measuring instruments equipped with permanent magnets and free from all variations of efficiency due to changes in temperature. The first of these were the Weston Standard Portable Voltmeters and Ammeters for Direct Current, patented in 1887, when the Weston Electrical Instrument Company was organized; followed by the Weston Standard Portable Direct-reading Voltmeters (for both alternating and direct currents), patented 1890; the Weston Standard Portable Watt-meters, for alternating and direct currents, patented 1892; and later the Weston Illuminated-dial Station Ammeters, which was the first solution of the problem of measuring the direct current from stations, and also Station Voltmeters, now made in all types and sizes adapted for the needs of the smallest isolated, to the largest city stations. Dr.

Weston has also invented duplex instruments combining voltmeter and ammeter in one case for convenience of simultaneous reading of current and potential, and he is constantly adding to the number of types of measuring machines and switchboard instruments, and in his private laboratory he is constantly evolving new ideas and applications of great practical value in electrical service.

Dr. Weston's contributions to electrical science and invention have been of incalculable value. They have given system, accuracy and scientific form to commercial electrical engineering. The degrees of Doctor of Science conferred by the Stevens Institute of Technology and Princeton University, and the LL.D degree from Magill University, Montreal, were well-deserved recognitions of his scientific achievements.

Dr. Weston has not only built up a great scientific institution but also one of the most successful manufacturing enterprises of the country in the works of the Weston Electrical Instrument Company. The works, at Waverly Park, Newark, New Jersey, have a floor space of six and one-half acres, and the factory is the best equipped in the world for electrical work, with every device and machine that can be used to advantage, many of these being Dr. Weston's own invention. The private laboratory of Dr. Weston and the section of the plant set aside for experimental work are especially complete and are constantly busy, and hundreds of thousands of dollars are annually expended in experiment at the works.

Dr. Weston makes the comfort of employees a first consideration, and prominent features at the plant are the perfect arrangements, dining rooms, recreation rooms, shower baths, and other appointments for the use of the five hundred men and women employed at the plant. There are also factories of the company in London and Berlin, for the inventions of Dr. Weston are in use in all civilized countries.

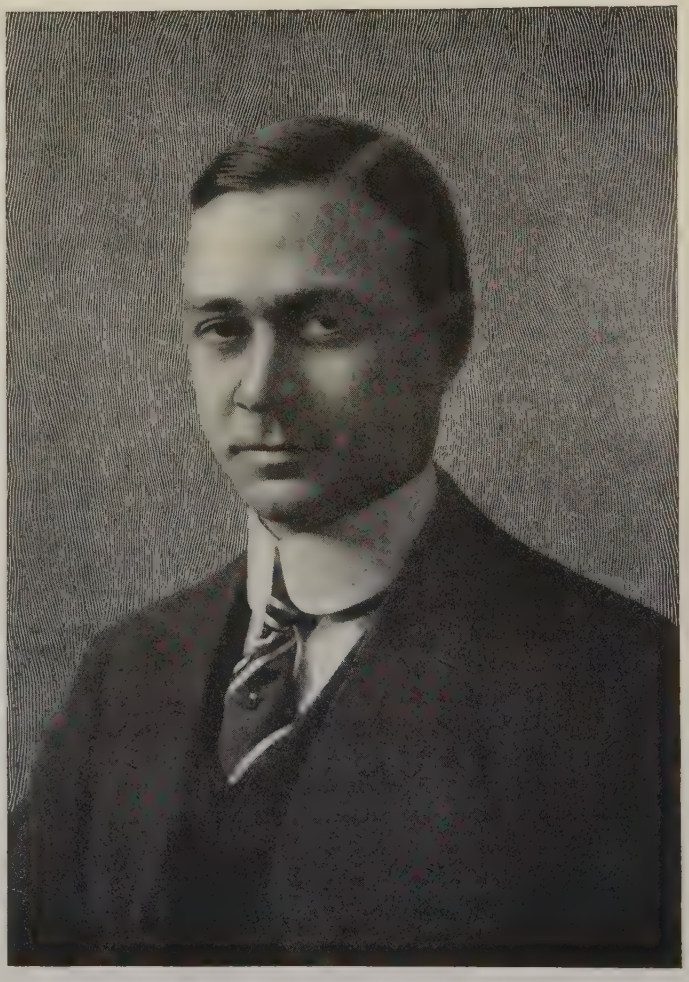
Dr. Weston was one of the "captains of industry" invited by J. Pierpont Morgan to meet Prince Henry of Prussia on his visit to the United States. He is a member and former president of the American Society of Electrical Engineers; member of the American Society of Chemical Engineers, American Electro-Chemical Society, American Physical Society, Society of Mechanical Engineers, Royal Society of Arts, of London, England; American Association for the Advancement of Science, and National Electric Light Association. He is also a member of the New York Yacht, Atlantic Yacht, New York Athletic, and Chemists' Clubs of New York; Essex and Essex County Country Clubs, of Newark, and the Canoe Brook, Baltusrol, and Deal Country Clubs.

He married, in New York City, Minnie Sidell, and has two sons: Walter Coleman Weston and Edward F. Weston.

ABRAM I. ELKUS is forty-three years old. He was educated in the New York public schools, graduated from the City College and Columbia Law School, and was admitted to the bar in 1888. He formed, in 1896, the firm of James, Schell & Elkus, of which, on the deaths of Colonel James and Mr. Schell, he became and now is the senior member.

Among his celebrated cases are the Anderson will case, James *v.* Work (arising out of the failure of Grant & Ward); Gracie *v.* Stevens and Ward *v.* St. Vincent's Hospital. As special United States attorney he successfully prosecuted fraudulent bankrupts. He established a precedent that perjury in bankruptcy proceedings is punishable summarily as contempt. In the United States Supreme Court he argued a case fixing rights of persons dealing with insolvent stock brokers. As counsel for the Merchants' Association he is active in promoting legislation for commercial welfare through uniformity of law relating to sales and warehousing of merchandise, etc. As counsel for the Merchants' Protective Association and American Association of Woolen and Worsted Manufacturers he is constantly engaged in important commercial litigation. He is co-author of a treatise on Secret Liens; member of the American, State and City Bar Associations; director of the New York County Lawyers' Association; president of the Hebrew Technical School for Girls; trustee of the Baron de Hirsch Fund, and member of a large number of clubs. He is an independent Democrat. In 1896 he married Gertrude Rosalie Hess. They have four children.

ABRAM I. ELKUS



CHARLES LE ROY HENDRICKSON

CHARLES LE ROY HENDRICKSON, stock broker, and member of the New York Stock Exchange, was born at Floral Park, New York, May 29, 1883, being son of George S. Hendrickson and Elizabeth Frost Hendrickson. His father was well and favorably known in the financial circles of New York City, having been a member of the New York Stock Exchange for twenty-five years.

Mr. Hendrickson received a classical education, being graduated from the Brooklyn Polytechnic Preparatory School with the Class of 1899, and then entered Columbia University, from which he was graduated with the degree of A.B., in 1903. He then took up graduate studies in the same university, leading to the degree of A.M., which was conferred upon him in 1905. After his graduation, in 1903, he entered upon the study of law, and he was admitted to the Bar of the State of New York, upon examination, in October, 1905.

Instead of engaging in the practice of law, Mr. Hendrickson decided to enter upon a financial career, and became a clerk in the office of the brokerage firm of Shearson, Hammill & Company. He was elected to membership in the New York Stock Exchange on August 16, 1906, and has since been regularly engaged as a broker in stocks and bonds.

He had his office with Shearson, Hammill & Company until August 31, 1907, when he joined in the organization of the present firm of Hendrickson, Hall & Company, stock brokers, his partners in that business being J. Willet Hall and Edward Tworger, with Frederick M. Hoyt as special partner. The partnership has continued since that time, and they have built up favorable connections and an extensive business, covering all the usual departments of a Stock Exchange house. The firm enjoys an excellent reputation and takes rank with the more successful of the younger brokerage houses actively operating on the New York Stock Exchange.

Mr. Hendrickson is a member of the Alpha Delta Phi Fraternity and of the Columbia University Club. He has his residence at Garden City, Long Island. In 1906 he married Marie Merritt, daughter of Israel J. Merritt, Jr., at Whitestone, New York. Mr. and Mrs. Hendrickson have one daughter.

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